City and County of San Francisco
Planning Department

King-Townsend Building and Community Garage

DRAFT ENVIRONMENTAL IMPACT REPORT

99.795E

September 30, 2000

Draft EIR Publication Date: September 30, 2000
Draft EIR Public Hearing Date: November 2, 2000
Draft EIR Public Comment Period: September 30 to November 7, 2000

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TO: Distribution List for the King-Townsend Building and Community Garage Draft EIR

FROM: Hillary E. Gitelman, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the King-Townsend Building and Community Garage (Case Number 99.795E)

This is the Draft of the Environmental Impact Report (EIR) for the King-Townsend Building and Community Garage. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments; it may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Office of Environmental Review within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

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King-Townsend Building and Community Garage
Draft Environmental Impact Report

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I. SUMMARY

A. INTRODUCTION

This document is a Draft Environmental Impact Report (DEIR) prepared in accordance with the California Environmental Quality Act (CEQA) for the proposed construction of a ten-story building with 410,050 square feet of mixed-use (parking, retail, office, and live/work) space. CEQA requires that an Environmental Impact Report (EIR) be prepared for any project to be undertaken or approved by a local or State agency that may have a significant effect on the environment (California Public Resources Code, Section 21000).

An application for environmental review for the King-Townsend Building and Community Garage project was filed on November 9, 1999. On the basis of the Initial Study published on June 3 2000, the San Francisco Planning Department, Major Environmental Analysis section, determined that an EIR is required. This document, together with its appendices and technical reports, constitutes a DEIR on the proposed King-Townsend Building and Community Garage project. The Lead Agency responsible for preparing the EIR on this project is the San Francisco Planning Department. This EIR is intended to provide sufficient and accurate environmental documentation to allow the San Francisco Planning Commission to make an informed decision concerning the potential environmental effects of the proposed project.

B. PROJECT DESCRIPTION

The proposed project would consist of demolition of two existing connected industrial buildings totaling approximately 37,812 square feet at 175-179 and a surface parking lot at 183 Townsend Street and construction of a ten-level building with approximately 410,050 gross square feet (gsf) of mixed-use space. The proposed building would provide nine levels of parking, six levels of live/work units, and seven levels of office above a ground floor with retail, lobbies and a parking entrance. There would be approximately 239,691 gsf of garage space with 657 independently accessible parking spaces, approximately 46,775 gsf of office space, approximately 29,260 gsf of retail, and 55 live/work units occupying 85,257 gsf. In addition, there would be 9,067 square feet of service area (loading dock, mechanical penthouses, etc.). The parking garage and office entrances would be on Townsend Street, the pedestrian entrance to the live/work would be on King Street, and pedestrian entrances to the retail space would be on both Townsend and King Streets.

The 42,969 square-foot project site is located in the China Basin/South Beach area, one block south of the South Park area, and one block north of China Basin. The relatively rectangular site, currently occupied by a nightclub and an electrical wholesale store, is a through-lot connecting Townsend and King Streets between Second and Third Streets.

Following completion and certification of the Final EIR, the project would require the following approvals:

- Merger of the two existing lots into one.
- Rezoning from M-2 to South End Office (SEO) (initiated by the City and currently undergoing environmental review).
- Conditional Use approval for a parking garage under *Planning Code* section 303 and proposed SEO zoning district controls.
- Approval of new office space under *Planning Code* section 321(b)(4).
- Planning Department approval of the building permit application.
- Department of Building Inspection approvals of building permits.
- (Possible) Planned Unit Development (PUD) approval under *Planning Code* section 304.

Construction of the building would take approximately 14 months. The building would be designed by MBH Architects (McNulty Briskman Heath) and is estimated to cost about $20 million.

C. MAIN ENVIRONMENTAL EFFECTS

The proposed King-Townsend Building and Community Garage project would change the land use on the site from the existing wholesale and entertainment uses to parking, office, retail and live/work uses. Effects determined in the Initial Study to be potentially significant are limited to transportation and circulation; these potential environmental impacts are discussed in this EIR, along with land use effects and visual quality/urban design, which are included for informational purposes only. The Initial Study determined that issues related to land use, visual quality/urban design, including light and glare, population, housing and employment, noise, air quality, shadow, wind, utilities and public services, biology, water, geology and topography, energy, hazards, and cultural resources would either be insignificant or would be mitigated to less-than-significant effects through measures included in the project. (See Appendix A.)

Land Use

Although the proposed project would displace the existing industrial and entertainment uses, and intensify use of the site, it would not alter the character of the neighborhood. It would be consistent with applicable *General Plan* policies and the Planning Commission-proposed Permanent Controls for the South End Office District, which would include the project site. The project would accommodate about 254 jobs, compared to the approximately 65 persons currently employed at the site, as well as approximately 116 residents, compared to none currently.

Urban Design

The proposed ten-story mixed-use building would be similar in scale to some of the buildings in its vicinity, including the 160 King Street building under construction adjacent to the proposed project on the northeast, the new Pacific Bell Park on the opposite side of King Street to the southeast, and other existing buildings to the northeast. While it would be greater in bulk and height than some of the existing buildings in the vicinity, it would not be inconsistent with the overall size and massing of the buildings in the area. The building design would be compatible with other commercial buildings in the area as well as Pacific Bell Park. The proposed building would block a limited number of private views from nearby buildings. However, the proposed building would not obstruct scenic views from public open spaces or substantially alter the overall visual urban character of views from other locations.

Transportation

The live/work, retail and office components of the project would generate about 5,807 new daily person trips on a weekday, of which approximately 343 would occur during the P.M. peak hour (5:00 to 6:00 p.m.). Of these 343 new person trips, 36 percent would be by automobile, 27 percent by transit, and 37 percent by walking or other modes. Given applicable vehicle occupancy rates, the trips by automobile would translate to 66 new vehicle trips during the P.M. peak hour. In addition, the parking garage would generate about 156 vehicle trips to the project area for a total of 222 vehicle trips entering and exiting the project during the P.M. peak hour.

The traffic analysis performed for the project examined existing and future operating conditions at seven intersections in the vicinity of the project. The intersections examined in the traffic study were Second Street/King Street, Third Street/King Street, Fourth Street/King Street, Second Street/Townsend Street, Third Street/Townsend Street, Second Street/Brannan Street, and Third Street/Brannan Street. All of these seven intersections are controlled by traffic signals. Weekday traffic counts were made at these intersections in order to evaluate the existing traffic conditions during the weekday P.M. peak hour (5:00 to 6:00 p.m.). All of the study intersections are currently operating at acceptable levels of service (LOS D or better). The City of San Francisco considers intersection levels of service ranging from LOS A to LOS D to be acceptable at signalized intersections, while LOS E and F are unacceptable. Any degradation from LOS A through LOS D to LOS E or F (including from LOS E to LOS F) is considered a significant impact on traffic circulation and operations.

The existing operating conditions at most of the project study intersections would remain unchanged with the addition of traffic generated by the proposed project. The exception would occur at the intersection of Third/Townsend, which would degrade from LOS C to LOS D. Because the LOS would not deteriorate below LOS D, however, it would not be considered a significant impact.

Traffic volumes and congestion are anticipated to increase over time in the project vicinity and intersection levels of service are expected to deteriorate accordingly. Completion of the approved Mission Bay project will be the primary contributor to this growth in traffic. The locally generated traffic will also contribute to congestion on area freeways and arterial links. By 2015, it is expected that this growth would cause the following four of the seven study intersections to deteriorate to LOS F: Third/King Streets, Third/Brannan Streets, Second/Brannan Streets, and Second/Townsend Streets. At the intersection of Second/Townsend Streets, the project generated traffic would represent approximately 3.0 percent of the total 2015 cumulative volumes, and approximately 6.0 percent of the cumulative growth in traffic volumes between the existing and cumulative traffic conditions. At the other study intersections, the project generated traffic would represent less than 1.0 percent of the total 2015 cumulative volumes and less than 2.5 percent of the cumulative growth in traffic volumes between existing and cumulative conditions. Based on these projections, the project would have a considerable contribution to the cumulative traffic impacts at one study intersection (Second/Townsend Streets).

Four MUNI bus lines and one light rail line provide service in the immediate vicinity of the project site. The project would generate about 62 new outbound transit trips and 32 inbound trips during the weekday

P.M. peak hour. The project-related riders would not substantially increase the number of passengers to substantially change the peak hour capacity utilization. The traffic analysis concluded that there would be no significant project impacts on MUNI or regional transit operations.

The proposed project would generate additional walking or "other" trips to and from the site, as well as pedestrian trips associated with the project-generated transit trips. Pedestrian operating conditions on King and Townsend Street sidewalks would not noticeably deteriorate with the addition of these walking trips, and would remain at acceptable conditions.

The proposed project would provide 657 parking spaces, and generate a projected parking demand (office, retail, and live/work) of 206 spaces. The live/work parking demand of the project (83) would be met by the reserved live/work parking supply.

The *San Francisco Planning Code* would require the proposed project to provide one off-street loading space. The project proposal includes an off-street freight loading facility area accessed from Townsend Street. Expected loading demand from the project would be for 0.9 space during the average loading hour and 1.2 spaces during the peak loading hour. Consequently, the project's off-street loading supply would meet the projected demand.

Events at Pacific Bell Ballpark, located on the opposite side of King Street from the proposed project, have the greatest impact on local traffic congestion and MUNI and parking demand after weekday afternoon sellout events. The project's contribution to this congestion would be minimal relative to other traffic sources. The limited number of weekday daytime games during the year (12) would also make potential project transportation impacts less than significant.

During project construction, which is anticipated to last approximately 14 months, most construction equipment and materials would be staged on sidewalks surrounding the project site and within the parking lane on Townsend Street (as permitted by the City). It is anticipated that the parking lane along Townsend Street would be closed throughout the construction to accommodate a temporary pedestrian walkway. It is not anticipated that traffic lanes adjacent to the site would need to be closed during construction, but if it is deemed necessary, the closures would be coordinated with the City to minimize impacts on local traffic. However, the temporary impacts on traffic movement would not be significant. No relocation of local MUNI bus stops or other impacts on MUNI operations are anticipated. The number of construction workers present on the site during the construction period would range from 40 to 60. These workers would generate additional demand for parking and transit. Until the workers can park at the project site, the project sponsor would need to make arrangements at nearby parking facilities to accommodate the demand.

Air Quality

Existing and projected carbon monoxide concentrations were modeled for the four study intersections that currently operate at, or would decline to, LOS D. Concentrations both with and without the project would be below applicable state/federal standards, so project impacts on carbon monoxide concentrations would be less than significant. Project-generated emission increases of reactive hydrocarbons, oxides of nitrogen, and particulates would be below Bay Area Air Quality Management District criteria, so the project would have a less-than-significant impact on regional air quality.

D. MITIGATION MEASURES

Primary measures that would mitigate potentially significant environmental effects to less-than-significant are presented below.

Cultural Resources

- The project sponsor shall retain the services of an archaeologist. During removal of the structures and any buried foundation materials found on the site, and prior to commencement of construction, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall focus primarily on the southern half of the project site, and consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

  If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

  These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all laying of foundations and footings such as drill piers, and/or any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the Environmental Review Officer (ERO), and the project sponsor shall halt any activities that the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities that might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist shall prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. The Office of Major Environmental Analysis shall receive three copies of the final archaeological report, accompanied by copies of transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

Construction Air Quality

- The project sponsor shall require the construction contractor(s) to spray the project site with water during demolition, excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.
- The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in

queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Hazards

- The project sponsor would ensure that the construction contractor limits the amount of excavation, and handle and dispose of any excavated soils properly. Soil excavated for offsite disposal or use shall be characterized for metals and petroleum hydrocarbons based on the requirements of the accepting facility or party; this characterization should be performed on a representative volume of stockpiled soil.
- The project sponsor would ensure that site surveys for asbestos, PCB-containing equipment, oils, and lead-based paint are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.
- Potential presence of lead-based paint: The project sponsor shall ensure that the project contractors will comply with all federal, State, and local regulations, including lead-safe work practices, applicable to work with lead-based materials (i.e., lead-based paint) and disposal of lead-containing waste. The project sponsor shall ensure that a certified "Lead-Related Construction Inspector/Assessor" by the California Department of Health Services shall provide a lead clearance (or certification) report after the lead abatement work in the buildings is completed. The project sponsor shall provide a copy of the lead clearance report to the San Francisco Planning Department, Office of Environmental Review, and the Department of Public Health, Bureau of Environmental Health Management.

E. ALTERNATIVES TO THE PROPOSED PROJECT

The No-Project Alternative

Under the No-Project Alternative, the existing nightclub and electrical supply wholesale store at 175-179 Townsend Street would continue operations in the existing buildings, and the existing parking lot at 183 Townsend would continue in that use. None of the impacts associated with the proposed project would occur.

Planning Code-Compliant (Reduced Parking) Alternative

Under this alternative, a mixed-use building providing approximately 47,000 square feet of office (similar to the proposed project), approximately 30,000 square feet of retail (similar to the proposed project), approximately 357 parking spaces (less than the 657 spaces of the proposed project), and approximately 95 live/work units (more than the 55 units of the proposed project) would be developed on the project site. This configuration would not require conditional use authorization.

Most of the potential impacts identified for the proposed project would occur with the Code-Compliant Alternative, with some of them at a reduced level. This alternative would change the land use and increase the population density on the site. It would add to traffic, although it would generate somewhat fewer vehicle trips than the proposed project and would not result in any significant impacts on intersection operating conditions or public transit. However, as with the proposed project, this alternative's contribution to cumulative traffic impacts would be a significant cumulative impact. Similar to the proposed project, this alternative would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region. These increases would be slightly less than the increases that would be generated by the project, and would be locally and regionally insignificant. The visual impacts of the Code-Compliant Alternative would be similar to those of the proposed project. Other impacts related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project.

Live/Work Garage-Retail Alternative

Under this alternative, a mixed-use building providing approximately 30,000 square feet of retail (similar to the proposed project), approximately 657 parking spaces (similar to the proposed project), approximately 85 live/work units (more than the 55 units of the proposed project), and no office space would be developed on the project site.

Most of the potential impacts identified for the proposed project would occur with the Live/Work Alternative, with some of them at a reduced level. This alternative would change the land use and increase the population density on the site. It would add to traffic, but would not result in any significant impacts on intersection operating conditions or public transit; it would generate slightly fewer vehicle trips than the proposed project. However, as with the proposed project, this alternative's contribution to cumulative traffic impacts would be a significant cumulative impact. Similar to the proposed project, this alternative would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region. These increases would be slightly less than the increases that would be generated by the project, and would be locally and regionally insignificant. The visual impacts of the Live/Work Garage-Retail Alternative would be similar to those of the proposed project. Other impacts related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project. As with the proposed project, all of the impacts associated with this alternative, with the exception of cumulative traffic impacts, would be less than significant.

Current Zoning (No SEO) Alternative

Under this alternative, a mixed-use building providing approximately 47,000 square feet of office (similar to the proposed project), approximately 30,000 square feet of retail (similar to the proposed project), approximately 417 parking spaces (less than the 657 spaces of the proposed project), and approximately 55 live/work units (the same as the proposed project) would be developed on the site under the current M-2 zoning.

Most of the potential impacts identified for the proposed project would occur with the Current Zoning Alternative, with some of them at a reduced level. This alternative would change the land use and increase the population density on the site. It would add to traffic, but would not result in any significant impacts on intersection operating conditions or public transit; it would generate slightly fewer vehicle trips than the proposed project. However, as with the proposed project, this alternative's contribution to cumulative traffic impacts would be a significant cumulative impact. Similar to the proposed project, this alternative would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region. These increases would be slightly less than the increases that would be generated by the project, and would be regionally insignificant. The visual impacts of the Current Zoning Alternative would be similar to those of the proposed project. Other impacts related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project. As with the proposed project, all of the impacts associated with this alternative, with the exception of cumulative traffic impacts, would be less than significant.

Live/Work Alternative

This alternative would involve a 55-unit live/work building with 55 parking spaces. The project building would be about five-stories high and would contain a parking garage on the ground floor. No other uses would be featured. All of the environmental impacts associated with this project would be less than the proposed project. This alternative would change the land use and increase the population density on the site. Although the alternative would add to traffic, it would not result in any project specific or cumulative significant impacts on intersection operating conditions or public transit. This alternative would not meet the projected parking demand of 1.5 spaces per unit or 83 spaces causing a deficit of 28 spaces. This periodic parking deficit would mean that some project-generated traffic would compete for the available supply of on-street parking relative to demand in the local area. Any such increase in parking demand resulting from the proposed project would not substantially alter the existing area-wide parking situation and, although it may be an inconvenience, it is not a significant physical environmental impact. This alternative would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region, however, the emissions would be locally and regionally insignificant. The visual impacts of the Live/Work Alternative would be less than the proposed project. Other impacts related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project.

F. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The proposed project would add live/work units and parking capacity in the form of a parking garage to the China Basin/South Beach area. Residents of this neighborhood might be concerned about the potential impacts of additional live/work, additional office development, and parking capacity in the neighborhood. In addition, business owners and employees in the surrounding area may have concerns about any new project. Following consideration of community concerns and the information presented in the Initial Study and this EIR, the San Francisco Planning Commission (or the Board of Supervisors on appeal) will decide whether to approve the proposed project.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

King Townsend Community Parking, LLC, the project sponsor, proposes to construct a ten-story, approximately 410,050 gross square foot mixed use building at 175-179 and 183 Townsend Street. The project sponsor has the following objectives:

- Develop a high quality, cost effective mixed use building in the China Basin/South Beach area of San Francisco to provide parking, office space, retail space, and live/work units to meet the demands of the expanding San Francisco economy and growth in the project area.
- Develop a project consistent with the existing urban design and character of the area by constructing a building with a rectangular shape, brick facade, and square and rectangular windows along the upper five floors, that will echo the traditional shapes and textures of the existing buildings constructed originally as warehouses as well as the design of Pacific Bell Park.
- Facilitate the conversion of an underused industrial/commercial site to live/work use by developing high-density live/work units that would add to the San Francisco live/work stock and be close to downtown and other employment centers.
- Construct a traditional office building away from the downtown core but near sufficient local and regional transit services.
- Provide parking in excess of required amounts to serve existing and growing residential and commercial demand near regional and intra-city transit stations and lines and access to major cross-town arterials and freeway ramps.
- Encourage the use of bicycles by persons that work at the building by providing bicycle parking spaces, showers, and lockers within the project, including bicycle spaces above that required by the *Planning Code*.
- Provide pedestrian-oriented ground-floor retail space along Townsend Street and King Street to provide retail services to the people that live and work in the area, as well as visitors to the new ballpark.
- Complete the project on schedule and within budget.

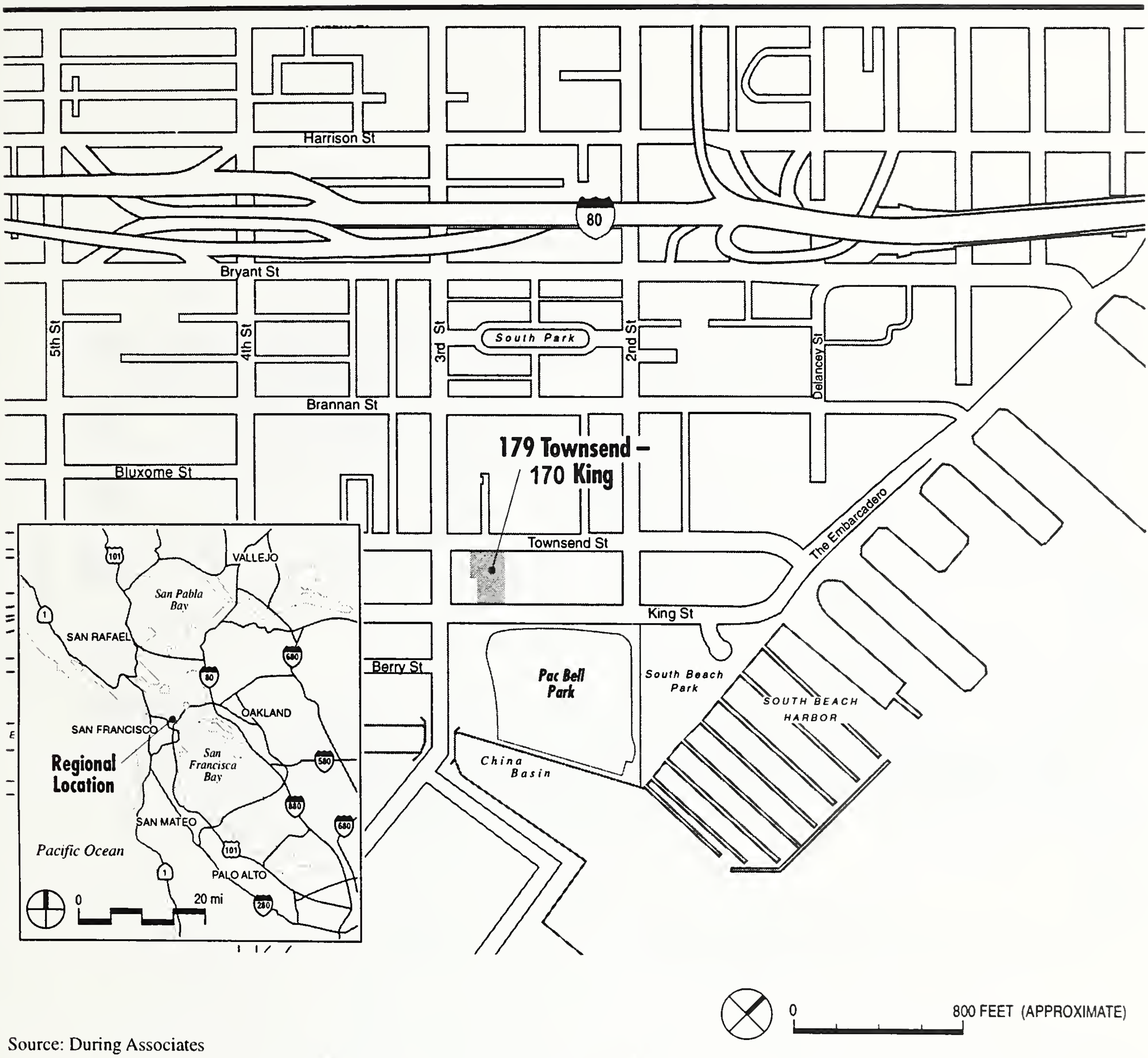
B. SITE LOCATION AND PROJECT CHARACTERISTICS

The project site connects King and Townsend Streets, and is located at 175-179 and 183 Townsend Street and 170 King Street, in the block bounded by King, Townsend, Second, and Third Streets (Figure 1, page 15). The project site consists of Lots 004 and 007 in Assessor's Block 3794. The approximately rectangular project site, measuring approximately 42,969 square feet in area, is currently occupied by two connected warehouse-type buildings and a surface parking lot with approximately 17 spaces. The buildings on the site are occupied by a nightclub (175 Townsend) and an electrical supply wholesale store (179 Townsend). The existing buildings and surface parking lot would be demolished to accommodate the proposed project. The electrical supply business and its employees have been relocated to another location in San Francisco. It is not known whether the nightclub business would relocate. The site is about 175 feet wide on the Townsend Street frontage, about 138 feet wide on the King Street frontage, and about 275 feet deep, except that the westerly portion is about 138 feet deep.

The proposed 410,050-square-foot building, with industrial windows and brick veneer exterior, would range in height from seven to ten stories, and from 90 to 110 feet. The building would provide nine levels of parking above the ground floor, six levels of live/work spaces above a ground floor lobby, and seven levels of office space above a ground-floor office lobby. The ground floor would include retail, office and live/work lobbies, a parking entrance and an off-street loading dock (Figures 2 through 7, on pages 16 through 21). The building would include a live/work tower on the King Street side and an office tower on the Townsend Street side, with parking in between. Because the parking stories would be shorter than the office and live/work stories, the highest parking level would be at a similar elevation to the highest office and live/work levels.

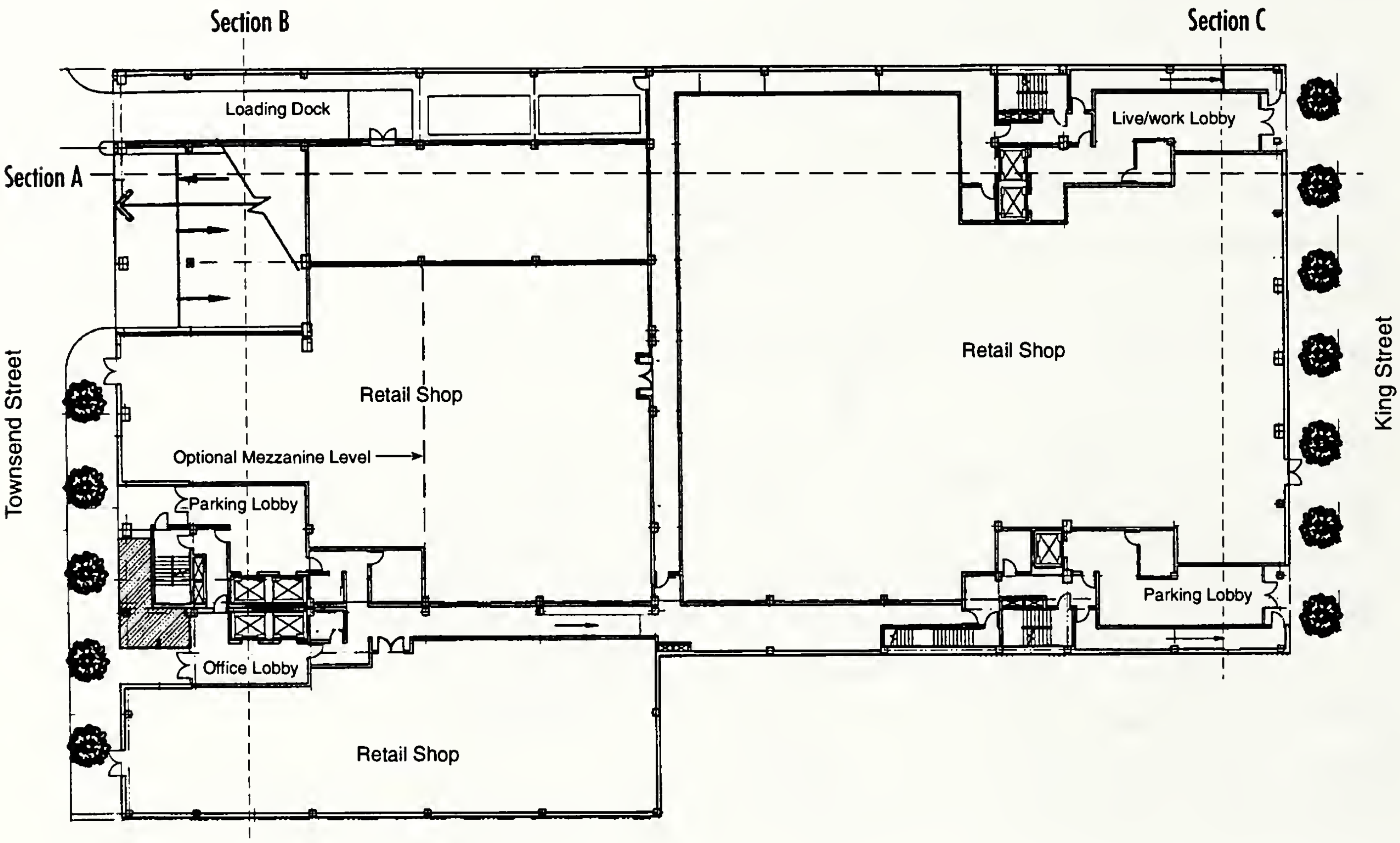
Parking would occupy nine levels and 239,691 total square feet above the ground floor, with entrance and exit ramps on the Townsend Street side of the building. There would be 657 spaces, of which 138 would be compact spaces, and 33 would be handicapped-accessible spaces. Two hundred eighty-eight (288) of the parking spaces, of which 192 would be required under SEO zoning, would be accessory to the proposed on-site uses and 369 spaces would be a conditionally-permitted principal use. There would be approximately 50 bicycle spaces, plus bicycle lockers and showers.

A total of 46,775 gross square feet (approximately 45,840 occupied square feet) of office space would be provided in levels 2 through 8 of the office tower on the Townsend Street side of the building, with access through a lobby off Townsend Street. A 1,016-square-foot deck on the sixth level of the office



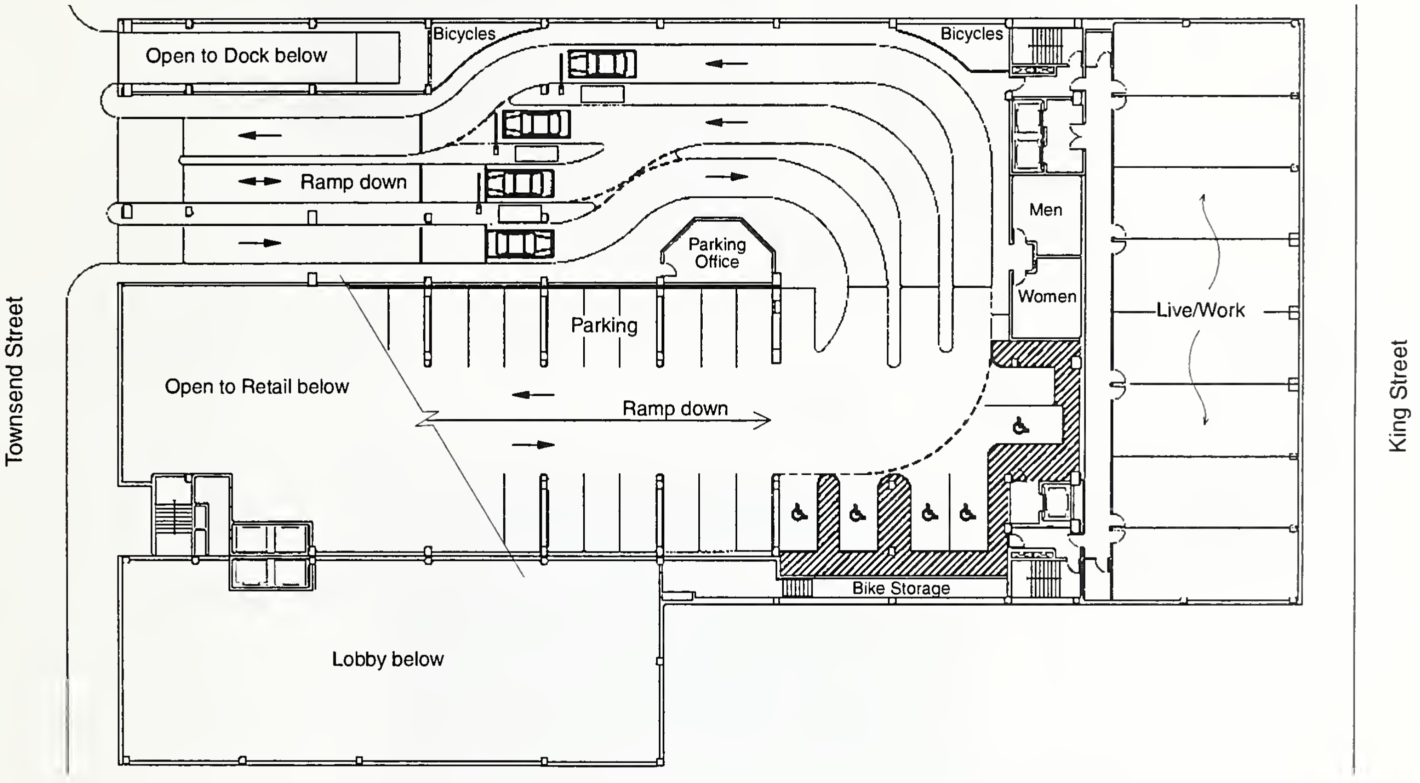
Source: During Associates

PROJECT LOCATION FIGURE 1



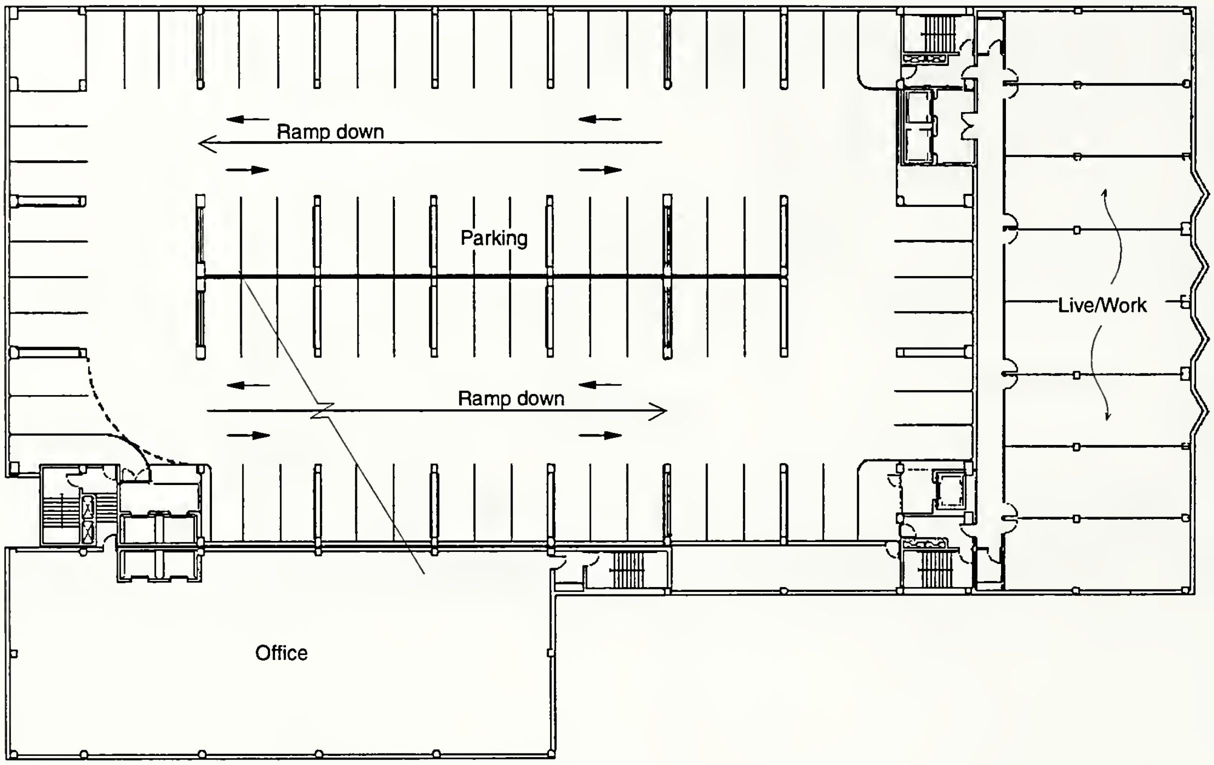
Source: MBH Architects

GROUND LEVEL FLOOR PLAN FIGURE 2



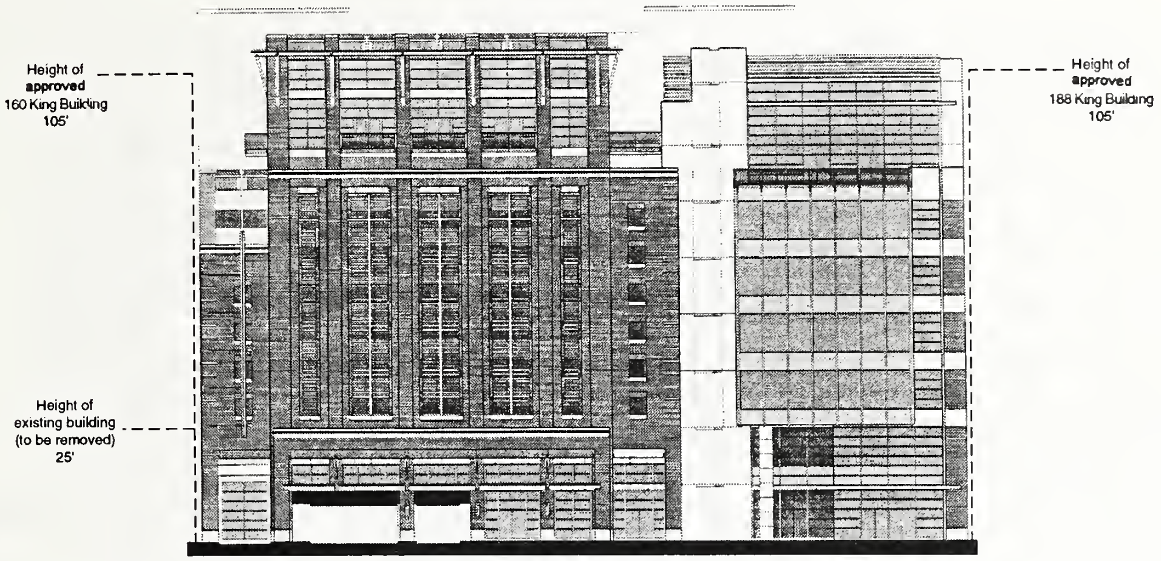
Source: MBH Architects

FIRST LEVEL FLOOR PLAN FIGURE 3



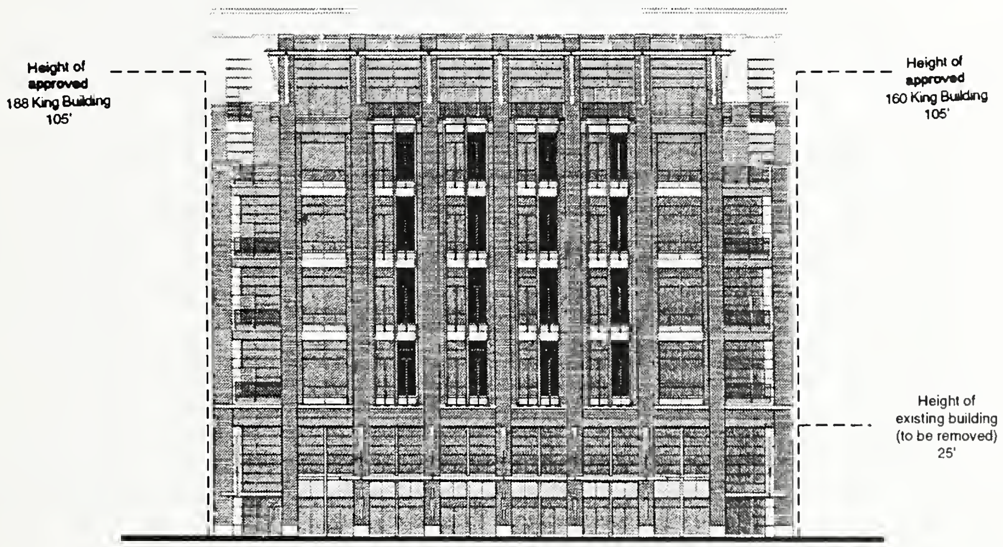
Source: MBH Architects

TYPICAL UPPER LEVEL FLOOR PLAN FIGURE 4


Height of approved 160 King Building 105'
Height of existing building (to be removed) 25'
Height of approved 188 King Building 105'

Townsend Street

Townsend Street Elevation

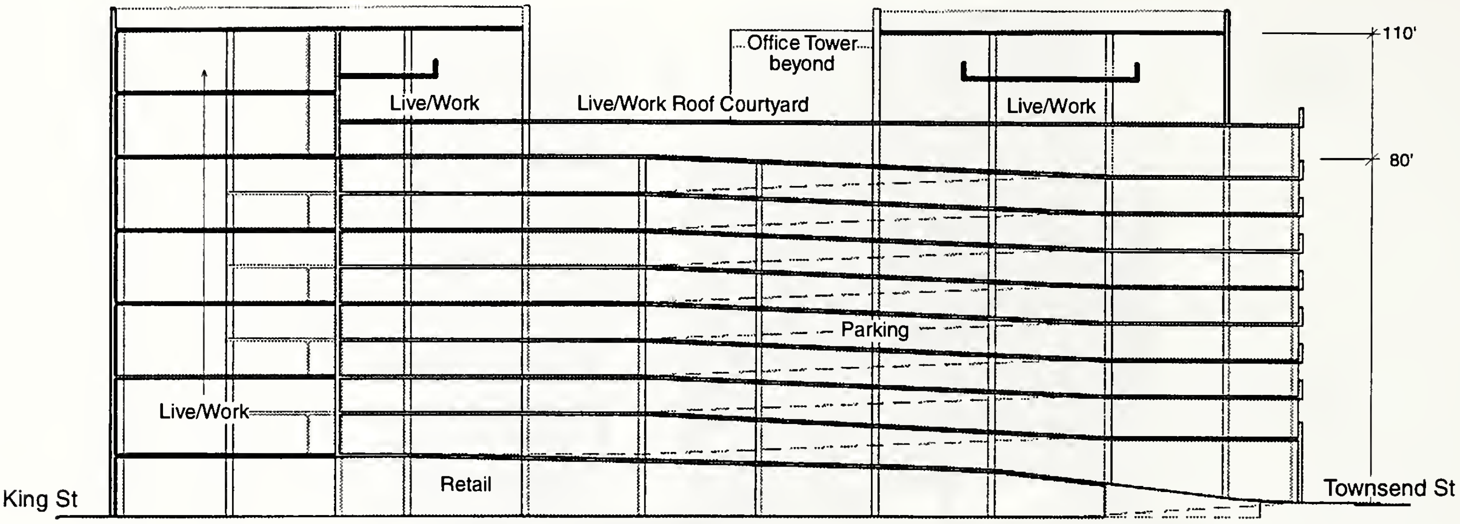

Height of approved 188 King Building 105'
Height of approved 160 King Building 105'
Height of existing building (to be removed) 25'

King Street

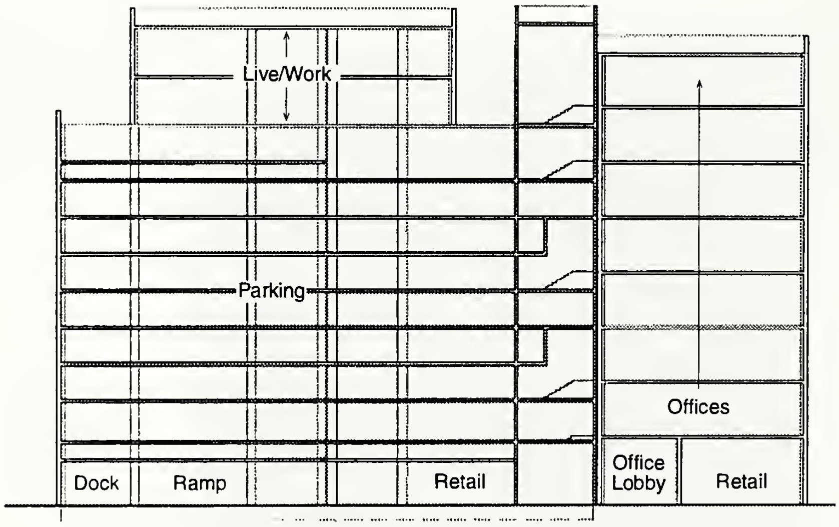
King Street Elevation

Source: MBH Architects

ELEVATIONS FIGURE 5



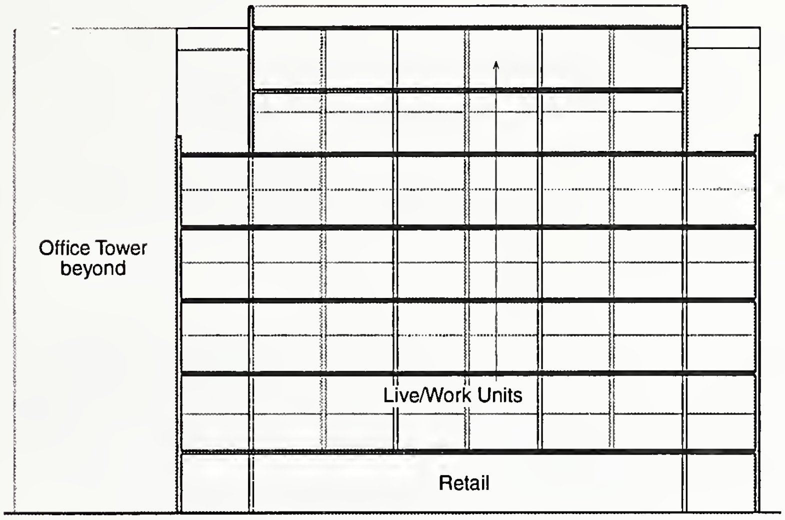
King–Townsend (Section A)



Parking and Office (Section B)

Source: MBH Architects

PROJECT SECTIONS FIGURE 6



Source: MBH Architects

LIVE/WORK (PROJECT SECTION C) FIGURE 7

building would provide open space for the office uses. There would be about 29,260 gross square feet (approximately 28,690 occupied square feet) of retail space on the ground floor, with entrances on both Townsend and King Streets. Two hundred seventy-six (276) square feet of open space for the retail uses would be provided in the entry plaza area. A total of 55 live/work units occupying 85,257 gross square feet would be provided in six levels of the live/work tower. The live/work units would be accessed from a 2,188-square-foot lobby off King Street. Fifteen of the live/work units would have private open space in the form of decks 36 feet square or larger. The other 40 live/work units would share a common 4,000-square-foot courtyard on the roof of the parking structure. The building would also have 9,067 square feet of service area, including mechanical penthouses and one off-street loading dock with access on the Townsend Street side adjacent to the garage entrance. Pedestrian access would be from both Townsend and King Streets.

Project construction would take approximately 14 months. The project construction cost is estimated at $20 million. The project sponsor is King Townsend Community Parking, LLC, and the project architect is MBH Architects (McNulty Briskman Heath).

The project site is currently within an M-2 (Heavy Industrial) District, and the 105-F Height and Bulk District. The project is within the proposed South End District, a rezoning initiated by the San Francisco Planning Commission and currently undergoing environmental review. In the proposed South End District, the San Francisco Planning Commission would exercise its power of discretionary review for project applications until Permanent Controls are approved. The allowable floor area ratio (FAR) in the proposed SEO district would be 5:1.

C. PROJECT APPROVAL REQUIREMENTS

This EIR will undergo a public comment period as noted on the cover, including a public hearing on the Draft EIR before the Planning Commission. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses document. The EIR will be revised as appropriate and presented to the Planning Commission for certification as to its accuracy, objectivity, completeness, and compliance with CEQA. Certification of the EIR may be appealed to the Board of Supervisors. No permits may be issued or approvals granted before the Final EIR is certified.

Environmental plans and policies, like the *'97 Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The project is within an M-2 (Heavy Industrial) District. The *Planning Code* (Section 210.6) states that properties within the M-2 District are "the least restricted as to use and are located at the eastern edge of the City, separated from residential and commercial areas." The proposed project site is currently controlled by the underlying M-2 zoning. However, on June 17, 1999, the San Francisco Planning Commission initiated a rezoning of the area containing the site from M-2 to South End Office District (SEO), and adopted a policy of exercising its power of discretionary review to be used to evaluate project applications until Permanent Controls are approved. The rezoning to SEO is currently undergoing environmental review. New permanent zoning controls are anticipated to be adopted by the Planning Commission by late 2000, although the actual time of adoption cannot be predicted. Previously, this area was the interim Ballpark Vicinity Special Use District (BV SUD). Under the proposed permanent controls, parcels within the former BV SUD that are zoned SSO, M-1 and M-2 (as is the proposed project site), would become part of a new South End Office (SEO) District. The proposed SEO District would be the SSO District with the BV SUD controls overlain. In this proposed district, live/work units, retail, office and business service/multi-media would be permitted uses, and commercial parking garages, dwelling units, and restaurants would require conditional use permits. Nightclubs and hotels would be prohibited. The SEO rezoning proposal would not affect the height and bulk restrictions.

Under the proposed SEO controls, the maximum floor area ratio (FAR) permitted would be 5:1. The proposed project would conform to the proposed SEO zoning district FAR of 5:1. Live/work uses would not count toward the FAR, in contrast to the requirements of the current M-2 zoning. In either the M-2 or proposed SEO zoning, commercial parking, retail and office uses count toward the FAR; whereas the parking spaces required to serve the retail office and live/work uses do not count toward the FAR. Required parking may be increased by fifty percent of the minimum requirement as of right. This "accessory" parking, including the required amount and the fifty percent additional, also does not count toward the FAR. Under the proposed SEO zoning, the proposed project uses (369 conditionally-permitted principal use parking spaces, 288 accessory parking spaces, 55 live/work units, 29,275 square feet of retail space, and 46,775 square feet of offices uses) would meet the FAR requirement. Under the M-2 zoning, however, in order to meet the FAR requirement, the project would have to be substantially smaller, although various configurations of uses would be possible. Therefore, the proposed project depends on the rezoning taking place prior to Planning Commission authorization of the conditional use and approval of the project. However, some of the alternatives considered in this EIR substantially comply with either the proposed SEO controls and the current M-2 controls.

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*.

Conditional use authorization is required for parking beyond accessory amounts under *Planning Code* section 303 and proposed SEO zoning district controls. Planned Unit Development (PUD) approval under *Planning Code* section 304 may also be sought. Approval of new office space is required under *Planning Code* section 321, which restricts the amount of new office space that can be constructed on an annual basis. The project would also require approval for merger of the two lots.

The height of the proposed building would vary between 90 and 110 feet, which at its highest point would be 5 feet above the 105-foot height limit for the site. This increase in height would be permitted for live/work uses on the upper floor within the SEO District, but is not permitted in the existing M-2 District.

If the project were to be approved by the Planning Commission, the project sponsor would be required to obtain building and related permits from the Department of Building Inspection. No building permit applications have been filed to date.

On November 4, 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* and established eight Priority Policies. These policies are: preservation and enhancement of neighborhood serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development; enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the *California Environmental Quality Act* (CEQA) or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion of the Planning Commission granting a conditional use permit under *Planning Code* Section 303 or a Planned Unit Development approval under Section 304 and approval of new office space under Section 321 would also contain an analysis of the project's conformance with the Priority Policies.

III. ENVIRONMENTAL SETTING AND IMPACTS

A. LAND USE, ZONING, AND GENERAL PLAN

Land Use

An application for environmental evaluation for the King-Townsend Building and Community Garage project was filed on November 9, 1999. On the basis of an Initial Study published on June 3, 2000, the San Francisco Planning Department, Major Environmental Analysis section, determined that an Environmental Impact Report (EIR) is required. The Initial Study determined that issues related to land use, visual quality/urban design, including light and glare, population, housing and employment, noise, air quality, including wind and shadow, utilities and public services, biology, geology/topography, water, energy, hazards, and cultural resources require no further discussion. Therefore, the EIR does not discuss these issues. (See Chapter VIII, Appendix A, for the Initial Study.) Not all of the impacts presented in this chapter are physical environmental impacts as defined by the California Environmental Quality Act (CEQA). Non-physical impacts are included here for informational purposes only.

SETTING

The approximately 42,969-square-foot project site is in the block bounded by King, Townsend, Second, and Third Streets in San Francisco's China Basin/South Beach area. It is approximately one mile southeast of Market Street, one block east of San Francisco Bay, one block south of the South Park area, and one block north of China Basin. The site is currently occupied by two connected single-story industrial warehouse buildings and a 17-space surface parking lot, housing a nightclub and an electrical supply wholesale store.

The neighborhood surrounding the project site is characterized by a variety of uses, including live/work units, apartments, retail, warehouse, light industrial, restaurants, self-storage, and surface parking. The remainder of the block bounded by Townsend, King, Second, and Third is occupied by restaurant, office, multimedia, warehouse, and light industrial uses. The block of Townsend Street facing the proposed project contains several buildings with industrial uses on the ground floor (self-storage and automotive repair) and apartments or offices on the upper floors. The One Embarcadero South project (a Redevelopment Agency residential project) is located on Second Street between Townsend and King Streets. Pacific Bell Park, the new home of the San Francisco Giants major league baseball team, is located across King Street from the proposed project. Two blocks to the southwest of the project site is the Caltrain depot. The site is about two blocks south of Highway 80 and on-ramps to the Bay Bridge. In the block in which the project is located, buildings range from one to nine stories in height.

There are no major public open spaces in the vicinity, although Willie Mays Plaza is located adjacent to Pacific Bell Park at the corner of Third and King Streets.

Within one block of the project site, projects with a total of approximately 318,000 square feet of office, multimedia/industrial, restaurant, and retail are proposed or approved.

IMPACTS

The proposed project would be the construction of a new ten-story building at 175-179 and 183 Townsend Street and 170 King Street. The proposed building would range from about 90 to 110 feet in height, and would provide 239,691 square feet of parking (657 spaces), 46,775 gross square feet of office, 29,260 gross square feet of retail, and 55 live/work units (85,257 gross square feet). In addition, there would be 9,067 square feet of service area (loading dock, mechanical penthouses, etc.).

The addition of these uses to the site would represent a substantial change from the existing nightclub and electrical supply wholesale store use on the site. It would also result in increased density on the site, both in terms of building mass and on-site population. Lastly, it would contribute to an intensification of office development in the project vicinity. The project site is located in an area that currently supports a wide variety of uses, including light industrial, warehouse, retail, wholesale, residential, entertainment, restaurant, and other uses. The completion of Pacific Bell Park, located opposite from the proposed project site on King Street, and the start of the Spring 2000 season of the San Francisco Giants major league baseball team has brought major new activity to the project area as well. The proposed project would convert a nightclub and electrical supply wholesale store to a mixed-use building. The existing facilities at the site provide employment for 60 to 65 persons, approximately 10 to 15 at the electrical supply wholesale store and 50 at the nightclub. The electrical wholesale/retail store and its 10 to 15 jobs would be relocated to another building in San Francisco. The nightclub and its approximately 50 jobs would be relocated. Also, the nightclub use would no longer be permitted under the proposed SEO zoning, thus the project would remove a non-conforming use. The proposed project is expected to provide approximately 254 professional and support jobs. Based on this information, the proposed project would not change the existing character of the project area, or disrupt or divide the physical layout of the area.

Zoning

SETTING

The project site is within the M-2 (Heavy Industrial) District, one of two types of zoning districts in which industrial development is a principal permitted use. The *Planning Code* (Section 210.6) states that properties within the M-2 District are "the least restricted as to use and are located at the eastern edge of the City, separated from residential and commercial areas." Before June 17, 1999, the proposed project site was controlled by the underlying M-2 zoning. On June 17, the San Francisco Planning Commission initiated a rezoning of the site from M-2 to South End Office District (SEO), and resolved to exercise its power of discretionary review for project applications until Permanent Controls are approved. The rezoning is currently undergoing environmental review. New permanent zoning controls are anticipated to be adopted by the Planning Commission around Fall 2000, although the actual time of adoption cannot be predicted. The proposed project is within the proposed South End District. Previously, this area was the interim Ballpark Vicinity Special Use District (BV SUD). Under the proposed permanent controls, parcels within the former BV SUD that are zoned SSO, M-1, and M-2 (as is the proposed project site), would become part of a new South End Office (SEO) District. The new permanent controls mirror the existing SSO District controls, with the overlay of the BV SUD. In this proposed district, live/work units, retail, office and business service/multimedia would be permitted uses, and commercial parking garages, dwelling units, and restaurants would require conditional use permits. Nightclubs and hotels would be prohibited.

The proposed project would conform to the proposed Permanent Controls for the SEO District, but would not conform to the current Zoning Controls. Thus, the feasibility of the project as proposed depends on the rezoning taking place prior to final approval. (Alternative E would, however, comply with the existing zoning.) If the proposed zoning controls for the SEO District are adopted, the proposed office, retail and live/work uses would be permitted uses, and the parking garage would be a conditional use requiring authorization by the Planning Commission.

The project site is located in a 105-F Height and Bulk District. In the 105-F District (*Planning Code* Section 270(d)), building heights up to 105 feet are permitted, and an increase of 5 feet above the 105-

foot height is permitted for live/work uses on the upper floor under section 260(b)(2)(O) of the *Planning Code*.

In the 105-F District (*Planning Code* Section 270(d)), there are no limits on bulk below 80 feet in height. Above 80 feet, setbacks are required such that the maximum plan dimension is 110 feet lengthwise and 140 feet diagonally above that level. The portions of the project above 80 feet in height (the office and live/work towers) would conform to these limits.

The maximum permitted Floor Area Ratio (FAR) in the proposed SEO District controls would be 5:1, with live/work units, accessory parking, and building services space excluded for the purpose of calculating FAR. The building's commercial parking, office and retail uses would be included in the FAR calculation. The proposed building's FAR would be slightly less than 5:1, within the allowable FAR for the proposed SEO District.

IMPACTS

The project site is located in the existing M-2 (Heavy Industrial) District, the proposed South End Office (SEO) District, and a 105-F Height and Bulk District. As discussed in the Setting section, the proposed mixed-use building's office, retail and live/work components would be permitted uses, and the parking garage would be a conditional use in the proposed SEO District. The project would comply with the height and bulk requirements applicable to this district. As part of the City's review of the proposed project, it will ensure that the project conforms to *Planning Code* requirements pertaining to use, density, configuration, and other requirements, or that an exception to the requirements is warranted under the provisions of the *Code*, prior to issuing building and other permits.

General Plan Policies

The Planning Commission would review the project in the context of applicable objectives and policies of the *San Francisco General Plan*. The *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. In general, potential conflicts with the *General Plan* are considered by the decision-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project, although a substantial conflict with the *General Plan* may be considered a significant environmental impact. Any potential conflict not identified here could be considered in that context, and generally would not alter the physical environmental effects of the proposed project. Some of the key objectives and policies of the *General Plan* are noted here:

South of Market Plan

- Objective 1, Policy 2, to "Facilitate the preservation of and promote the development of affordable 'live/work' loft studio space."
- Objective 1, Policy 4, to "Provide sufficient land and building area to accommodate the reasonable growth and expansion of the South of Market's diverse economic activities."
- Objective 3, to "Encourage the development of new housing, particularly affordable housing."
- Objective 3, Policy 1, to "Increase the supply of housing without adversely affecting the scale, density, and architectural character of existing residential or mixed use neighborhoods or displacing light industrial and/or business service activities."
- Objective 5, to "Minimize the impact on the livability of the area of auto traffic through and to/from the South of Market."
- Objective 5, Policy 1, to "Provide incentives for the use of transit, taxi, carpools and vanpools, and reduce the dependence on automobile parking facilities, particularly by area workers.
- Objective 5, Policy 4, to "Provide adequate parking and loading resources for new South of Market residential and business development."
- Objective 5, Policy 5, to "Provide an adequate amount of on-street curbside freight loading spaces throughout the South of Market."
- Objective 7, Policy 2, to "Preserve the architectural character and identity of South of Market residential and commercial/industrial buildings."
- Objective 8, Policy 2, to "Encourage the location of neighborhood-serving retail and community service activities throughout the South of Market."
- Objective 8, Policy 4, to "Create new parks and recreational facilities for the enjoyment by area residents, workers, and visitors. (Establish an open space requirement for new commercial/industrial developments and conversion of space to office use. Establish on-site open space requirements for all new residential development.)"
- Objective 8, Policy 5, to "Create a visually prominent, safe and clean pedestrian circulation network throughout the South of Market."
- Objective 8, Policy 6, to "Restore sidewalks as pedestrian circulation spaces and establish a pedestrian network to improve the safety and convenience of pedestrian travel to and throughout the South of Market."

Commerce and Industry Element

- Objective 2, to "Maintain and enhance a sound and diverse economic base and fiscal structure for the city.
- Objective 2, Policy 1, to "Seek to retain existing commercial and industrial activity and to attract new such activity to the city."

Transportation Element

- Policy 30.1, " Assure that new or enlarged parking facilities meet need, locational and design criteria."
- Policy 30.5, to "In any large development, allocate a portion of the provided off-street parking for compact automobiles, vanpools, bicycles, and motorcycles commensurate with standards that are, at a minimum, representative of the city's vehicle population."
- Policy 30.6, to "Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory."
- Objective 32, to "Limit parking in downtown to help ensure that the number of auto trips to and from downtown will not be detrimental to the growth or amenity of downtown."
- Policy 32.2, "When it must be provided, locate any new long-term parking structures in areas peripheral to downtown. Any new peripheral parking structures should be concentrated to make transit service convenient and efficient, connected to transit shuttle service to downtown, and provide preferred space and rates for van and car pool vehicles, bicycles and motorcycles."
- Policy 40.1, to "Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings."

Urban Design Element

- Objective 1, Policy 3, to "Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts."
- Objective 2, Policy 6, to "Respect the character of older development nearby in the design of new buildings."

Community Safety Element

- Policy 2.1, to "Assure that new construction meets current structural and life safety standards."

No substantial conflicts or inconsistencies with *General Plan* objectives and policies have been identified for the proposed project. *General Plan* issues will be considered further during consideration of the project sponsor's applications for *Planning Code* Sections 303 and 304 approval. At that time, further details regarding the project design will be available, and any identified potential inconsistencies would not be of a type or scale that would be considered a significant adverse environmental effect.

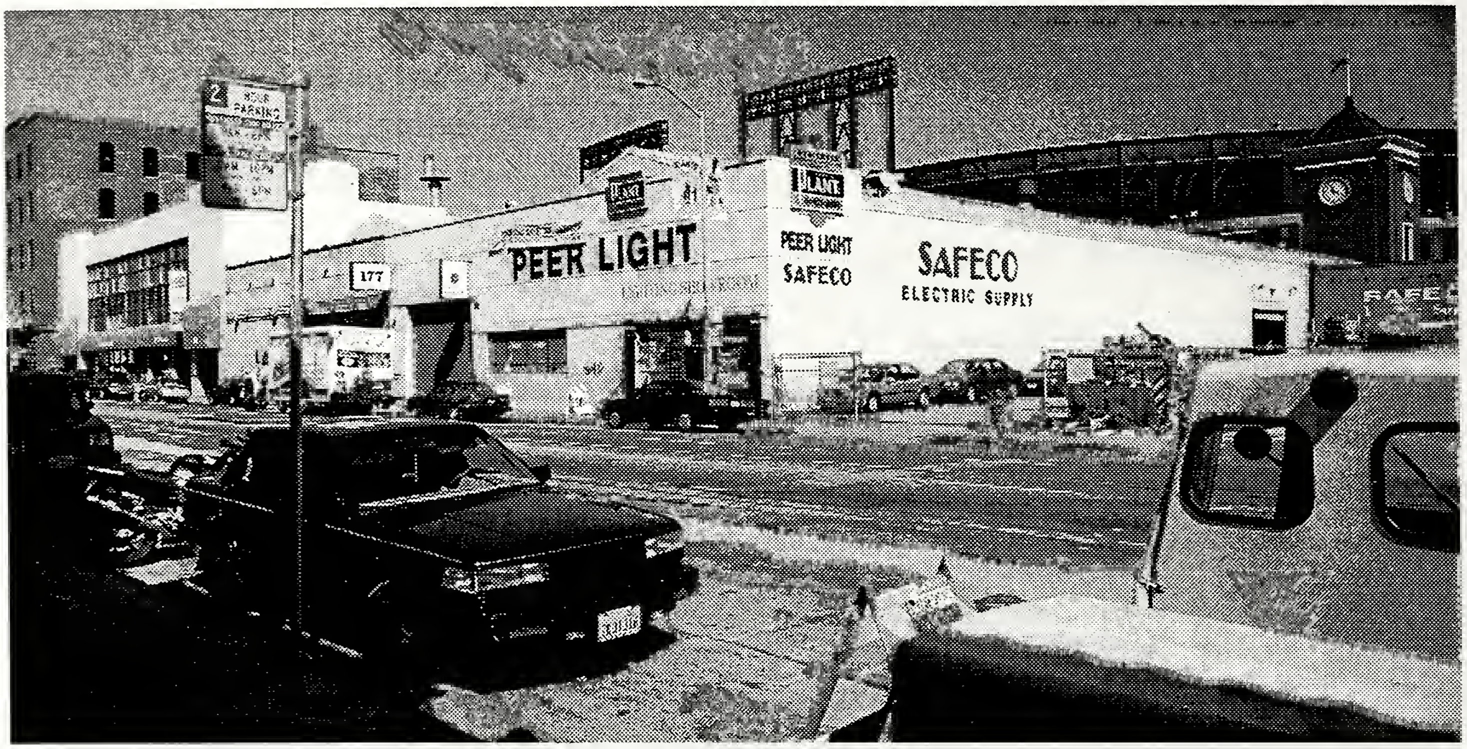
B. URBAN DESIGN

SETTING

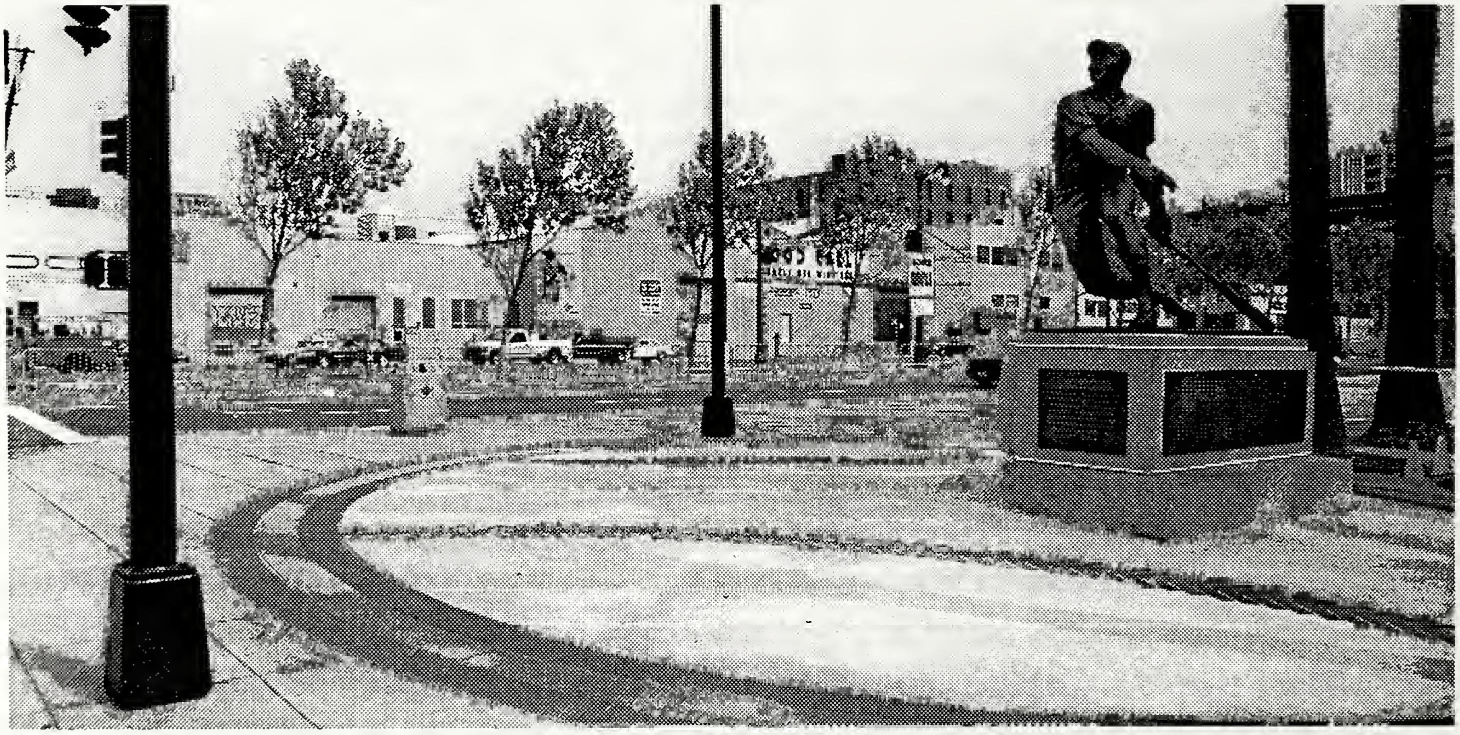
As noted in Section III.A, Land Use and Zoning, the project vicinity has buildings ranging from one to seven stories (site photos in Figures 8 and 9, pages 32 and 33). The bulk of the buildings in the area varies considerably and ranges from small one-story buildings to massive concrete structures such as Pacific Bell Park. The architecture of the buildings in the area also varies considerably. The area was first developed with industrial and warehouse uses, and many of the older buildings reflect this with a variety of architectural styles. In recent years, the neighborhood has increasingly evolved toward light industrial, multimedia, office, restaurant, residential and live/work uses, which has resulted in a more pedestrian-friendly scale to buildings and more aesthetically pleasing building designs. Through this evolution, the neighborhood has become more compatible with the residential, office, and multimedia development in the South of Market area, including the South Park area immediately to the north of the project site. The increase in consumer-oriented uses has also provided a destination for these nearby residential occupants.

Today, the architectural styles in the area include modern glass and concrete residential and commercial buildings, older concrete and red brick industrial buildings, the contemporary Pacific Bell Park, and a variety of historic warehouse styles. Although the area has a varied architectural character, it is decidedly urban. Contributing to this urban character, and a trait that most of the disparate buildings in the area share, is complete or nearly complete lot coverage. The South End Historic District is located just east of the project site. This District was created because, unlike most other areas of the San Francisco waterfront, it contains an extraordinary concentration of buildings from almost every period of the City's maritime history, especially a diversity and concentration of warehouse architectural forms developed over a 70-year period (mid-1860's to mid-1930's). The District contains at least eleven properties that are either eligible or have been determined to be eligible for the National Register.

Traveling north from the project vicinity, the land uses become progressively more intense and office-oriented the closer one gets to the Financial District. This area is dominated by high-rise modern office



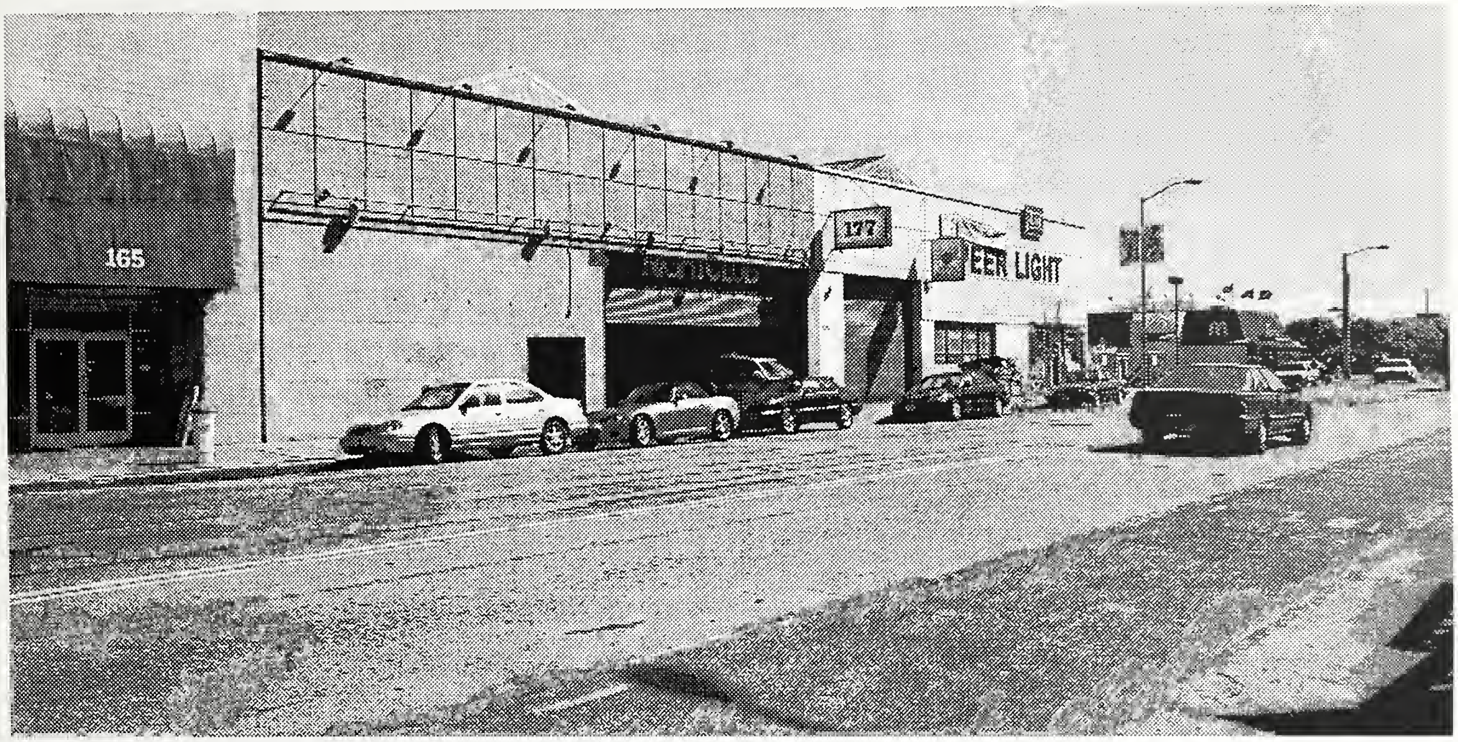
View looking east at the project site



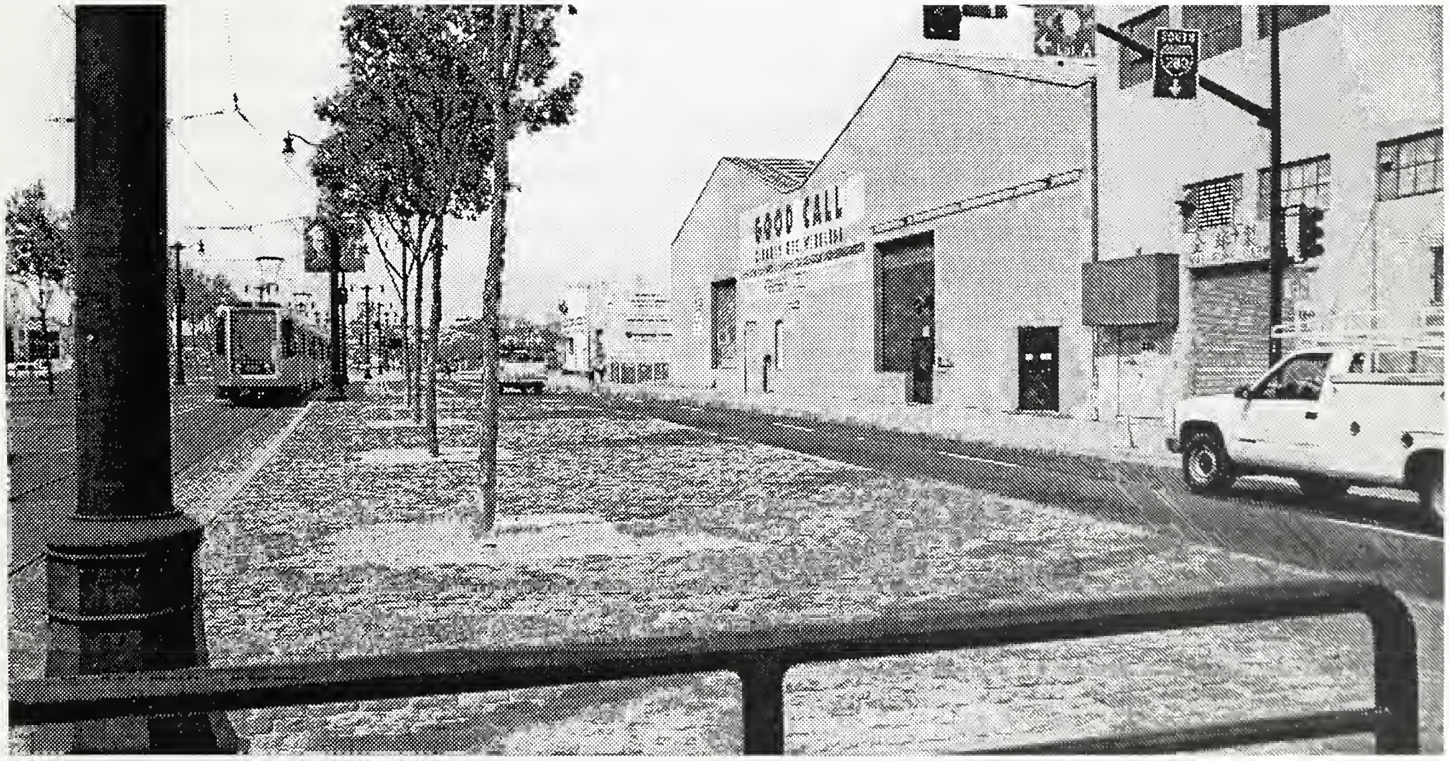
View of project site looking north from Willie Mays Plaza

Source: Square One Productions

SITE PHOTOS FIGURE 8



View looking south on Townsend Street



View looking west on King Street

Source: Square One Productions

SITE PHOTOS FIGURE 9

buildings, many of which are related to banking, finance or commerce, intermixed with smaller buildings, generally dating to the early part of the twentieth century. West and south of the project vicinity is a former industrial area that is in the process of transition to non-industrial uses. It is characterized by less intense development and lower building heights than the area north of the project site, and a mix of industrial and non-industrial uses.

The project area is flat, and does not provide vantage points for scenic views of San Francisco and San Francisco Bay that are available in more steeply sloped parts of the City. Views in the area are generally available only from the upper floors of private buildings. Street-level views are limited from most locations in the project area due to the intervening buildings.

IMPACTS

The proposed building, with industrial windows and brick veneer exterior, would be compatible with the surrounding neighborhood in terms of scale and design. For example, it would be comparable in bulk and design to the nine-story 160 King Street office/retail project that is under construction adjacent to the proposed project to the northeast, and the proposed eight-story, 105-foot high 188 King Street project adjacent to the proposed project on the west. The proposed project would not be substantially higher or bulkier than the existing six and seven-story buildings further northeast of the project site in the block bounded by Townsend, King, Second, and Third Streets. The proposed project would be substantially smaller in bulk and height than the Pacific Bell Park baseball stadium (which includes 175-foot light standards) south of the project on King Street, and the thirteen-story, 125-foot One Embarcadero South project at Second Street between Townsend and King Streets would be taller than the proposed project. While the proposed project would be greater in bulk and height than some of the other buildings in the project vicinity, such as those to the southwest of the project site, it would not be inconsistent with the overall size and massing in the area.

The design of the proposed building façade, with a brick veneer and industrial window exterior, would provide the building with a contemporary design that would integrate with the rest of the mixed-use neighborhood.

While the proposed project would be substantially taller than the connected warehouse buildings that currently occupy the site, the project would represent an aesthetic improvement over the existing buildings' industrial-type street-level facades that are presented to pedestrians on Townsend and King Streets. Retail uses at the ground-floor level would provide pedestrian opportunities and amenities.

The proposed building would be built to the lot line at ground level along its frontage on both Townsend and King Streets. This would be consistent with most, although not all, of the other buildings along Townsend and King Streets between Second and Third Streets.

The larger size and increased number of users of the proposed project would likely increase the amount of light emitted from the site, but would not substantially increase ambient light levels in the project area. Light and glare produced by the proposed project would be somewhat less than typical of structures nearby and throughout the City because of the lack of windows in the parking portion of the property. The proposed project would not produce obtrusive glare that would substantially affect other properties and would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass.

Implementation of the project would result in an increase in population density in the immediate vicinity. The primary effect of this increased population would be on traffic volumes and congestion. These effects are addressed in detail in the traffic section of this report. Some of the characteristics of the project would, however, help to reduce these project impacts. For example, the project includes 55 live/work units, which would partially offset the increased housing demand generated by employees of the project's office and retail space. The project would also provide parking spaces in excess of those required by project uses, and would make long-term parking spaces available to neighborhood residents and employees. Additionally, a new 148-unit residential project at 675 Townsend Street, about four blocks southwest of the project site, was recently approved by the City. That project will give priority to employees of local neighborhood businesses in its allocation of leases. Employees of the proposed project could therefore have opportunities to live within easy walking distance of the site, which would further reduce auto trip generation of the project.

There are no major public open spaces in the vicinity, although the proposed project would be visible from Willie Mays Plaza, located adjacent to Pacific Bell Park at the corner of Third and King Streets. The proposed project would be higher than some existing nearby buildings, and would block some private views from offices or residences on King and Townsend Streets. It would not, however, obstruct any scenic views currently enjoyed from public open spaces, and would not substantially alter the overall urban visual character of views from other locations.

It is unlikely that the proposed project would be visible from South Park (located one and one-half blocks north of the project between Bryant and Brannan Streets and Second and Third Streets) because of intervening buildings, the distance from the project site, and the compact dimensions of the South Park open space.

The proposed building would also block or partially block some private scenic views available from surrounding buildings. The number of buildings thus affected would be limited, and obstruction of these private views by the project would not be considered a significant environmental impact. In summary, the changes that would be created by the proposed project would not be inconsistent with the dense, urban character of the surrounding area.

C. TRANSPORTATION/CIRCULATION

A transportation study for the proposed project was conducted by Wilbur Smith Associates.[1] The results are summarized in this section.

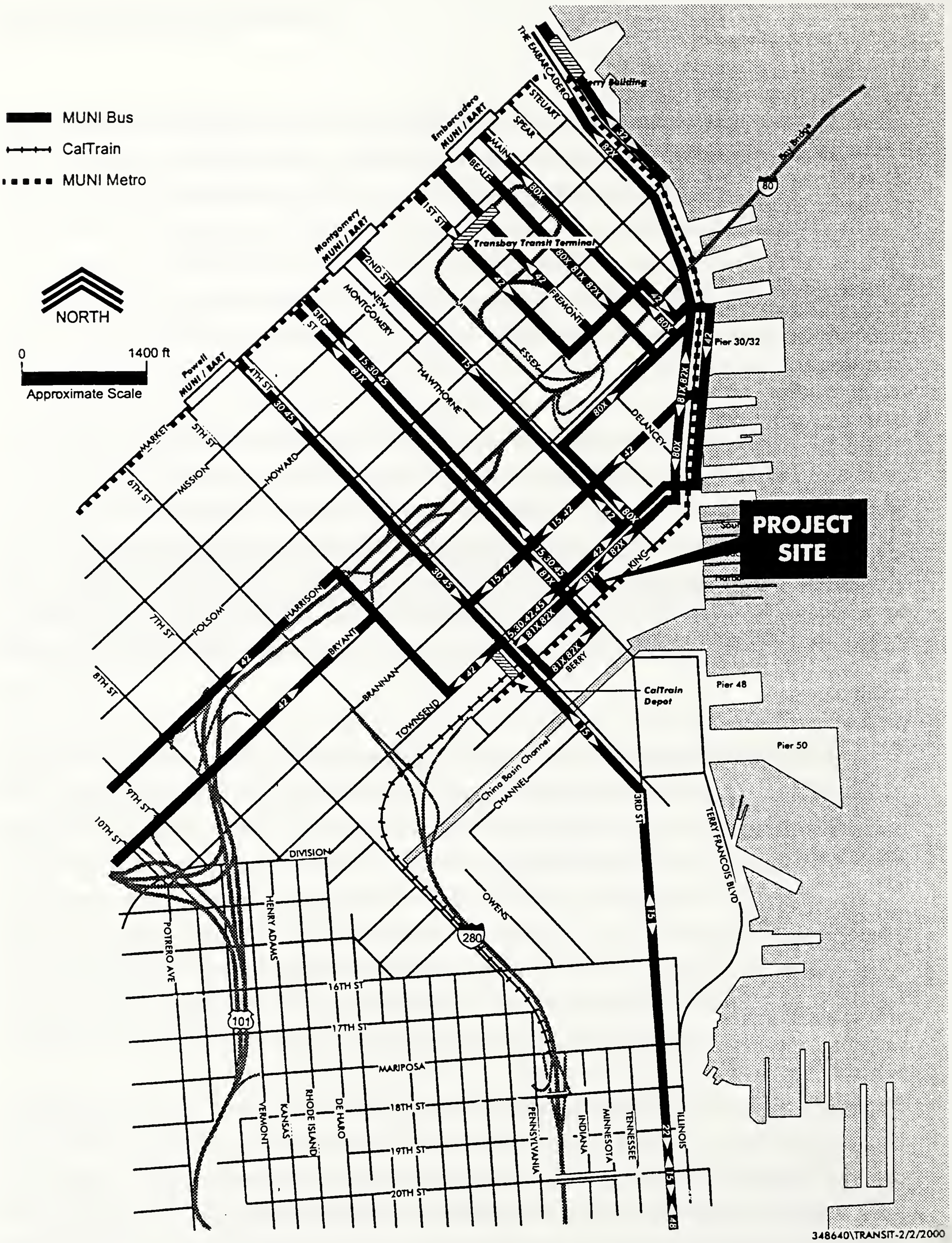
SETTING

The project site is located in the China Basin/South Beach area of San Francisco, in the block bounded by Townsend Street, Third Street, King Street, and Second Street, as shown in Figure 1, page 15. These streets provide local access to and from the site. The site fronts on both Townsend Street and King Street. Second Street is a north-south roadway that extends between Market Street and King Street and provides access to the I-80 eastbound on-ramps at Sterling Street, with two traffic lanes in each direction and unmetered parking on both sides. Third Street is the principal north-south arterial in the southeastern section of San Francisco, extending northerly from the interchange with Highway 101 and Bayshore Boulevard to Market Street. In the vicinity of the proposed project, Third Street has four travel lanes and on-street metered parking on both sides. Fourth Street north of Townsend Street is a one-way southbound roadway providing four travel lanes plus unmetered parking on both sides. Between Townsend and Third Streets, Fourth Street operates in both directions (one northbound and three southbound lanes). Fifth Street is a two-way roadway, with four travel lanes and metered parking on both sides of the street. King Street is the recently completed boulevard providing an east-west connection between The Embarcadero and the new I-280 on- and off-ramps at Fifth Street. It is a four-lane, two-way street with MUNI Metro tracks within an exclusive center median, and on-street parking is not permitted near the proposed project. Townsend Street is an east-west street, with one lane in each direction between The Embarcadero and Second Street and between Fourth and Eighth Streets, and two lanes in each direction between Second and Fourth Streets, and on-street unmetered parking, including both diagonal and perpendicular parking in the residential area near The Embarcadero and at the Caltrain terminal between Fourth and Seventh Streets. Brannan Street is an east-west arterial, with two lanes of traffic in each direction and both metered and unmetered parking on both sides of the street. The Embarcadero contains three continuous travel lanes in each direction between Howard Street and Broadway, and two lanes in each direction south of Howard Street. The Embarcadero has an exclusive rail right-of-way for the MUNI Metro south of Folsom Street, and restricted parking during the peak periods.

The San Francisco *General Plan* designates The Embarcadero, Third Street, Fourth Street, Fifth Street, King Street, and Brannan Street as Major Arterials. The Embarcadero, King Street, Third Street and Fourth Street are designated Transit Important Streets. The Embarcadero, Second Street, Third Street, Fifth Street, King Street, and Townsend Street are designated Citywide Bicycle Routes. Second Street, Third Street, and Fourth Street are identified as Neighborhood Commercial Streets. Fifth Street is part of the San Francisco County Congestion Management Program (CMP) network, King Street is designated as a Neighborhood Connection Street, and The Embarcadero is a designated freight traffic route.

Interstate 80 (I-80) provides the primary regional access to the project area. Two sets of off-ramps serve the project area from westbound I-80: Fremont/Harrison Streets and Fifth/Harrison Streets. The closest westbound on-ramp is located at Fourth/Harrison Streets. The I-80 eastbound on-ramps that serve the project area are located at Fifth/Bryant Streets, Sterling Street near Second Street, Essex/Harrison Streets and First/Harrison Streets. U.S. Highway 101 (U.S. 101) provides access to areas both north and south of the project area. I-80 joins U.S. 101 to the southwest of the project site and provides access to the South Bay and the Peninsula. Interstate 280 (I-280) provides access from the China Basin and South Beach areas to southern San Francisco, the Peninsula and the South Bay. Nearby on-ramps and off-ramps to I-280 are located at King Street (near Fifth Street) and Sixth Street (at Brannan Street).

The San Francisco Municipal Railway (MUNI) operates four bus lines and one rail line in the vicinity of the proposed project. In addition, six other bus lines provide peak hour or Sunday/holiday service (Figure 10, page 38). MUNI stops are approximately 200 feet from the project on both Townsend and King Streets. The Peninsula Commute Service (Caltrain) provides 66 trains (33 in each direction) each weekday between San Francisco and the Peninsula. The Caltrain terminal is located immediately



Source: Wilbur Smith Associates

EXISTING TRANSIT SERVICE AND STOP LOCATIONS FIGURE 10 to the west of the proposed project, at the southwest corner of Fourth and Townsend Streets. AC Transit operates 37 routes between the East Bay and San Francisco, terminating at the Transbay Terminal (which is located about one mile northwest of the proposed project). The nearest BART station is the Montgomery Street station, located less than one mile to the northwest of the proposed project. BART stations along Market Street can also be accessed via the MUNI Metro N-Judah line, which also operates under Market Street. Golden Gate Transit provides 22 commute bus routes, nine basic routes and 16 ferry feeder bus routes between the North Bay (Marin and Sonoma Counties) and San Francisco. SamTrans operates 14 bus routes that serve San Francisco from San Mateo County, including 12 routes into the downtown area (ending at the Transbay Terminal). Golden Gate Transit also operates ferry services between the North Bay and San Francisco.

Existing off-street parking conditions were examined based on field surveys conducted in May 1998, January 1999 and February 1999. On-street parking conditions were qualitatively assessed during field observations. There are currently three public parking facilities in the study area, accommodating about 1,328 parking spaces and operating at about 84 percent of capacity. In addition, there are several private parking facilities within the study area, which include parking for commercial establishments and private businesses. It should be noted, however, that as a part of the ongoing Mission Bay development, the two public parking lots on the blocks bounded by Fourth, Third, Berry and Townsend Streets will be permanently closed in 2000, which will result in the loss of approximately 1,039 parking spaces. Off-street parking is typically fully occupied during the daytime hours. Occupancy rates decrease during evening hours, as most off-street facilities do not provide 24-hour/overnight access. On-street parking is available and typically fully occupied during daytime hours, although spaces are generally available in the evening and overnight.

In the vicinity of the proposed project, during both the weekday midday and the P.M. peak periods, both sidewalk and crosswalk conditions were observed to be operating at free-flow conditions. Pedestrian levels are generally low on Townsend and King Streets. In the vicinity of the Caltrain terminal and the MUNI Metro stop near the intersection of Fourth/King Streets, however, pedestrian conditions are generally congested during the weekday P.M. peak period.

In the vicinity of the project site, the Townsend Street sidewalk is approximately 10-feet wide. On King Street adjacent to the project site, the San Francisco Department of Parking and Traffic (DPT) recently widened the sidewalk to approximately 15 feet. The remainder of the King Street sidewalk is approximately 12 feet wide.

Bicycle conditions in the vicinity of the proposed project were, in general, observed to be operating acceptably during both the weekday midday and P.M. peak periods. Bicycle activity is relatively light in the surrounding streets.

IMPACTS

Significance Criteria

As defined by the City and County of San Francisco, the operational impact at signalized intersections is considered significant when project-related traffic would cause the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The City and County of San Francisco has no formally adopted significance criteria for potential impacts related to transit, parking, pedestrian or bicycle impacts. The following commonly accepted criteria are applied to the analysis in this EIR. For transit effects, a project is typically considered to have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by existing or proposed transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in operating costs such that significant adverse impacts in transit service levels could result. Regarding parking, it is City policy to emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use. Therefore, the creation of parking demand that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect. However, the City would generally consider whether an unmet parking demand would result in other significant physical effects, such as a substantial alteration in neighborhood character or creation of hazardous conditions caused by illegally parked automobiles. Over-provision of parking, on the other hand, could be considered a significant impact if it were determined that the availability of such parking would generate traffic causing intersection levels of service to deteriorate. With respect to pedestrian or bicycle impacts, the proposed project would be considered to have a significant effect on the environment if it were to result in substantial overcrowding on public sidewalks, create particularly hazardous conditions for pedestrians or bicyclists, or otherwise interfere with pedestrian or bicycle accessibility. Generally, construction-related impacts would not be considered significant due to their temporary nature.

Impact Analysis

The traffic analysis examines project-generated impacts that would occur upon completion and full occupation of the project, as well as the project's contribution to future cumulative impacts for the year 2015. The methodology was based on the *Interim Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines)*, published by the City and County of San Francisco.

Travel Demand

The proposed project would consist of approximately 46,775 gross square feet (gsf) of office uses, approximately 29,260 gsf of retail uses, 55 live/work units (approximately 85,257 gsf), and approximately 657 parking spaces (about 239,691 gsf). Project-generated person-trips include both employees and visitors to the office and retail uses, and residents and visitors to the live/work units. Since the current land uses at the project site generate relatively few trips during the weekday P.M. peak hour, a reduction in the project trip generation was not performed to take account for these existing trips. As such, this analysis provides a more conservative estimate of the impacts associated with the proposed project.

The proposed project would generate approximately 5,807 person-trips (inbound and outbound) on a daily basis, of which approximately 76 percent would be generated by the proposed retail uses. During the weekday P.M. peak hour, the proposed project would generate approximately 344 person-trips, of which approximately 50 percent would be generated by the proposed retail uses. About 56 percent of the weekday P.M. peak hour person-trips would be outbound from the site, with about 44 percent of the trips inbound to the site.

The project-generated person-trips were assigned to travel modes in order to determine the number of auto, transit and other trips. "Other" includes walk, bicycle, motorcycle, taxi and additional modes. Auto person-trips refer to person-trips either as a driver or passenger in a private vehicle. During the weekday P.M. peak hour, about 36 percent of all person-trips would be by auto, 27 percent by transit and 37 percent by other modes. The proposed live/work, retail and office uses would generate about 66 vehicle-trips during the weekday P.M. peak hour. In addition, the parking garage would generate about 156 vehicle trips to the project area for a total of 222 vehicle trips entering and exiting the project during the P.M. peak hour (73 inbound and 149 outbound). Table 1 below, indicates the estimated project-generated vehicle trips.

Table 1

PROJECT GENERATED VEHICLE TRIPS

Land Use	Inbound Trips	Outbound Trips	Total
Project Land Uses	27	39	66
Garage (new trips)	23	55	78
Subtotal	***50***	***94***	***144***
Garage (displaced trips)	23	55	78
Total	**73**	**149**	**222**

Source: Wilbur Smith Associates, February 2000.

About half of the trips generated by the proposed project would come to and from areas within San Francisco, with about 10 to 20 percent of trips to and from the East Bay and South Bay, and smaller percentages to and from the North Bay. Trips to and from areas outside the region are primarily non-work trips. These distribution patterns were used as the basis for assigning project-related trips to the local streets in the study area and the local and regional transit operators.

Parking demand consists of both long-term demand (typically employee parking) and short-term demand (typically visitors and patrons). Long-term parking demand for the office and retail uses was estimated by determining the number of employees for each of the proposed land uses and applying the average mode split and vehicle occupancy from the trip generation estimation. Short-term parking for these uses was estimated based on the total daily visitor trips and average turnover rate. The office uses would generate a total parking demand for about 48 spaces (both employees and visitors), retail uses would generate a total parking demand for about 75 spaces (both employees and patrons) and live/work uses would generate a demand for 83 spaces (long-term only). Live/work long-term parking demand would occur primarily at night. Overall, the proposed project would generate a parking demand for approximately 206 spaces, of which 144 spaces would be required for long-term demand and 62 for short-term demand.

Since the proposed project would provide 657 parking spaces, additional parking spaces would be made available to the general public. These "surplus" spaces may be filled by demand generated by recent development in the area or by vehicles whose normal parking facilities have been closed. Overall, the parking garage would generate an additional 156 weekday P.M. peak hour vehicle-trips (45 inbound and 111 outbound), of which 50 percent would be new trips to the area (78 vehicle-trips) and 50 percent would be trips already within the area (78 vehicle-trips). These trips are included in the impact analysis below. It is anticipated that as the area develops further, the surplus parking would provide parking for that new or more intense development, therefore the percentage of trips already in the area would increase over time.

The proposed project would generate approximately 19 delivery/service trips per day. This corresponds to a demand for 0.9 loading space during an average hour and 1.2 spaces during the peak hour of loading activities. A majority of the delivery/service vehicle demand would be generated by the proposed office uses. It is anticipated that most of the delivery/service vehicles that would be generated by the proposed project would consist of small trucks and vans to the office and retail uses.

Traffic Impacts

The proposed project would generate a total of 73 inbound and 149 outbound vehicle-trips during the weekday P.M. peak hour (27 inbound and 39 outbound from proposed land uses; 45 inbound and 111 outbound from surplus parking). Of these, approximately 50 inbound and 94 outbound trips would be new vehicle-trips to the area, which were distributed through the study intersections. The additional 23 inbound and 55 outbound vehicle-trips generated by the proposed surplus parking are estimated to already be within the area. The existing turning movement volumes at the study intersections were therefore adjusted to account for this shift in parking location.

In general, the addition of proposed project-generated traffic would result in minimal changes in average delay per vehicle at the study intersections and most study intersections would continue to operate at the same service levels as under existing conditions, as shown in Table 2 below. The intersection of Third and Townsend Streets would deteriorate from LOS C to LOS D. As discussed above, this would not be a significant impact.

Table 2

INTERSECTION LEVEL OF SERVICE
EXISTING AND EXISTING PLUS PROJECT

Intersection	**Existing**		**Existing plus Project**	
	Delay	**LOS**	**Delay**	**LOS**
Second Street and King Street	21.0	C	21.7	C
Third Street and King Street	27.9	D	28.4	D
Fourth Street and King Street	38.2	D	39.7	D
Second Street and Townsend Street	11.2	B	11.3	B
Third Street and Townsend Street	18.6	C	26.3	D
Second Street and Brannan Street	31.6	D	33.8	D
Third Street and Brannan Street	15.7	C	16.0	C

Note:

Delay presented in seconds per vehicle.

Source: Wilbur Smith Associates, February 2000.

The project would have a minimal impact on the freeway rampshed. The estimated vehicle trips would be part of the cumulative growth forecast which would have an effect on freeway ramps. As most of these ramps are already operating at LOS F during peak hours and delays are forecast to increase further, the project's contribution to the cumulative increase on freeway ramps would be *de minimus*.

Transit Impacts

The availability of transit service capacity was analyzed in terms of a series of screenlines. The concept of screenlines is used to describe the magnitude of travel to or from the greater downtown area, and to compare estimated transit volumes to available capacities. Screenlines are hypothetical lines that would be crossed by persons traveling between downtown and its vicinity and other parts of San Francisco and the region.

The proposed project would generate about 94 transit trips (32 inbound and 62 outbound) during the weekday P.M. peak hour. It was estimated that approximately 65 percent of the project-generated transit trips would use MUNI within San Francisco. The MUNI trips were assigned to one of the four screenlines and the sub-corridors within each screenline, based on the trip distribution patterns. The addition of the project-related riders to the four MUNI transit screenlines would not substantially increase the number of passengers to substantially change the peak hour capacity utilization. Capacity utilization for all screenlines remains similar to those under Existing conditions. All screenlines and sub-corridors (except the Mission Street Corridor) would continue to operate below the MUNI capacity utilization service standard of 1.0.

The regional transit trips were assigned to one of the three regional screenlines. It is estimated that approximately 12 outbound transit trips would be destined to the East Bay, 3 to the North Bay, and 6 to the South Bay. In general, the addition of project-related passengers on the regional transit providers would not have a noticeable impact during the P.M. peak hour. Capacity utilization for all screenlines would remain the same as under Existing conditions. Although BART to the East Bay would operate at more than 120 percent of capacity during the weekday P.M. peak hour, the three-hour load factor would be 112 percent, slightly less than the standard of 115 percent. The project would not alter these percentages.

Parking Impacts

The proposed project would supply a total 657 parking spaces (including 33 handicapped spaces), plus 50 bicycle parking spaces, four showers and eight clothes lockers. Of these 657 spaces, 83 would be reserved for residents of the project. Under the current zoning (M-2), the proposed project would be required to provide 177 off-street parking spaces. Since the proposed project would provide 657 spaces, it would exceed the *Planning Code* requirement by 480 spaces. The proposed project would also be required to provide 29 bicycle parking spaces, four showers, eight clothes lockers and 26 handicapped spaces, which the proposed project would exceed. A change in zoning has been proposed for the area surrounding the project site, from M-2 to South End Office (SEO). Under proposed SEO zoning, the proposed project would be required to provide 192 off-street parking spaces, which the project would exceed by 465 spaces. The handicap and bicycle parking requirements for SEO would remain the same as the M-2 zoning requirements. The proposed office, retail and live/work land uses would generate a peak parking demand for about 206 spaces, of which 144 would be long-term demand, and 62 would be short-term demand. The proposed parking supply of 657 spaces (316 short-term and 341 long-term) would exceed the demand from the proposed land uses. These additional parking spaces would be available for the public and would served the unmet parking demand in the area. As such, the total parking demand would be up to 657 spaces. The live/work parking demand (83 spaces) would be met by the reserved live/work parking supply and these spaces would be deeded to owners of these units. Overall, it is anticipated that most live/work parking demand would occur at night.

Pedestrian Impacts

Pedestrian trips generated by the proposed project include walk trips to and from the office, retail and live/work land uses, walk trips to and from the local and regional transit operators, and pedestrian trips by local employees and patrons using the surplus parking on the site. Overall, the additional project-related pedestrian trips would not substantially affect the current acceptable sidewalk conditions along both Townsend and King Streets.

Bicycle Impacts

The proposed project is within easy bicycling distance (four to six miles) of a large portion of San Francisco residents. As such, it would result in an increase in bicycle activity in the area. A portion of the 113 walk/other trips that would be generated by the proposed project during the weekday P.M. peak hour would be new bicycle trips to the area. With the current traffic levels on the adjacent streets, bicycle travel generally occurs without major impedance or safety problems. The proposed project would result in an increase in the number of vehicles in the vicinity of the project site, including a total of 73 inbound and 149 outbound vehicle trips during the weekday P.M. peak hour. However, this increase would not affect the limited amount of bicycle travel in the area.

Loading Impacts

The proposed project would provide one off-street freight loading facility, which would be located off of Townsend Street. The *Planning Code* would require the project to provide one off-street freight loading space for the proposed retail uses. The office and live/work components would not require any off-street loading spaces. As such, the proposed off-street loading supply would meet the *Planning Code* requirement of one space. In addition, the proposed off-street loading space would meet the minimum dimensions as presented in the *Planning Code*. The proposed project would generate a loading demand for 0.9 spaces during an average loading hour and 1.2 spaces during the peak loading hour. As such, the proposed off-street loading supply would meet the demand.

Passenger pick-up and drop-off would primarily occur on Townsend Street, which provides access to the office lobby, a parking garage lobby and two ground floor retail uses. However, the live/work lobby and entrance to the main retail tenant would be located on the King Street frontage. If passenger pick-up and drop-off activities were to occur at this location, traffic operations on King Street could be affected since vehicles would need to stop within the travel lane (travel lanes are adjacent to the sidewalk, with no parking lane). As such, passenger loading should be planned to occur on Townsend Street. Although no mitigation measures are required, loading operations could be improved by establishing a white passenger loading zone on Townsend Street and providing a well-marked and convenient corridor through the building. One or more signs within the building could be added to direct visitors to use either this Townsend Street passenger loading zone, or loading zones currently located to the east of the project site (as available).[2] In addition, a second curbside loading space could be provided on Townsend Street (adjacent to the retail entry), to better accommodate small truck deliveries Both loading spaces could be located on the curbside while maintaining the two existing on-street parking spaces, using space made available by the elimination of two of three existing driveways. Any changes to the on-street parking regulations would need to be coordinated with the Department of Parking and Traffic.

Construction Impacts

Construction of the proposed project is expected to take approximately 14 months. It is anticipated that construction activities would typically occur Monday through Friday from 6:30 a.m. to 5:00 p.m. It is also anticipated that periodic work would occur on Saturdays, from 7:00 a.m. to 4:00 p.m. Construction-related activities would begin in the fall of 2000 and be completed in the winter of 2001.

Construction staging and storage of equipment and materials would occur primarily on sidewalks surrounding the project site and within the parking lane on Townsend Street (as permitted by the City). Staging off King Street would be minimal, and construction-related activities would occur within a portion of the 15-foot sidewalk (maintaining pedestrian through access), on an as-needed basis. It is anticipated that the parking lane along Townsend Street would be closed for the duration of the project and would be used for temporary pedestrian routing. It is not anticipated that any traffic lanes would need to be closed during construction. However, if it is determined that temporary traffic lane closures would be needed, the closures would be coordinated with the City in order to minimize the impacts on local traffic. It is not anticipated that any MUNI bus stop would need to be relocated during construction of the proposed project. However, if it is determined that temporary MUNI bus stop relocation would be needed, that would be coordinated with MUNI's Chief Inspector.

At the peak construction period in terms of manpower, there is anticipated to be an average of 40 to 60 workers on the site each day. This would be less than the number of vehicle-trips generated by the proposed project, thus the impacts at surrounding study intersections would be less than for the proposed project. Until the proposed project could provide construction worker parking at the project site (after approximately eight months), the project sponsor would need to make arrangements at parking facilities to accommodate the temporary parking demand. Construction workers who may take transit to access the project site would not have a substantial impact on the local and regional transit operators.

Although it would not be considered a significant impact and mitigation measures are not required, limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by DPT) would minimize disruption of the general traffic flow on adjacent streets during the A.M. and P.M. peak periods. To improve operating conditions, the project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, MUNI, and the Planning Department to determine feasible measures to reduce traffic congestion, including transit disruption and pedestrian circulation impacts.

Game-Day Impacts

Pacific Bell Park is located in the area immediately south of the proposed project bounded by King Street, Third Street, China Basin Channel and South Beach Harbor. Events are typically scheduled to avoid start times or end times that would generate substantial transportation demand during the weekday peak hour of the evening commute period, generally 4:30 to 5:30 p.m. The greatest impact of the ballpark would occur after weekday afternoon sellout events, during the 3:30 to 4:30 p.m. period when traffic, transit and pedestrian flows exiting the ballpark would coincide with the early commute period demand. In the 2000 season, approximately 12 games are scheduled on weekday afternoons, and approximately 40 games are scheduled to begin weekday evenings. Patrons traveling to and from a sold-out or high attendance ballgame or other event would contribute to congestion on local streets and on MUNI routes between the ballpark parking areas and regional transportation systems before and after the game or event.

Resolutions adopted by the Board of Supervisors as of January 31, 2000 to accommodate game-day vehicular traffic include closing portions of Third Street and King Street to vehicular traffic before and after ballpark events, reversing the direction of certain traffic lanes of Third Street during and after events, establishment of a taxi zone along the north side of King Street during ballpark events, additional "tow-away, no stopping" restrictions after ballpark events and during morning and evening hours along portions of Third Street, establishment of a diamond (transit only) lane on Third Street, and the prohibition of right turns after ballpark events from Third Street to Brannan Street and Townsend Street. These changes may affect travel patterns to and from the project site, making it somewhat more difficult for residents, as well as visitors and employees to the office and retail uses, to access or leave the site at certain times on game days. However, given the limited number of game days in a given year and the limited duration of regulated hours on those days, this would not be considered a significant effect.

Ballpark events would generate parking demands ranging from 8,530 spaces for the weekday afternoon sellout game, to 10,590 spaces for a weeknight game or event. The Giants will provide approximately 5,000 spaces on lands immediately south of China Basin Channel. Any parking demand not satisfied will have to be served by the available parking (both public and private) located within a 20-minute walk of the ballpark, mainly in the South of Market and South Beach areas. At the time the transportation analysis was prepared for this project, the project sponsor had not determined the operation of the proposed project garage on game-days. If game-day parking is provided at the proposed project, there would potentially be conflicts between game-related traffic and regular commuter vehicles parked within the garage. Most conflicts would occur on the 40 weekday night games, as game-related traffic would be entering the garage at the same time the regular parkers would be exiting.

2015 Cumulative Impacts

Future 2015 cumulative traffic volumes were based on the *Mission Bay Final SEIR*. The estimate of *Mission Bay* future Year 2015 background conditions was based on the Metropolitan Transportation Commission's (MTC) regional travel demand model, which was adjusted in 1997 to reflect recent development plans for a number of large projects within San Francisco, including the Mission Bay development, the Transbay Terminal Area Plan and the Giants Ballpark. Mission Bay-generated vehicle-trips, based on the "Combination of Variants" alternative, were added in on top of the background growth. For those project study intersections not analyzed in the *Mission Bay Final SEIR*, a 16.1 percent growth factor was applied to the existing turning movement volumes and the Mission Bay-generated vehicle-trips were subsequently added. The 16.1 percent growth factor was based on an annual rate of 1.0 percent per year (for 15 years) as used in the Mission Bay analysis.

The Mission Bay, Pacific Bell Park, and Third Street Light Rail projects would change the local roadway network in the vicinity of the proposed project. In addition, in the *Mission Bay Final SEIR*, new bicycle routes are proposed for Third Street (south of Channel Street), Townsend Street, (between Fourth and Eighth Streets), Third Street (between Channel Street and Townsend Street), Fourth Street (between Townsend Street and Third Street), and Townsend Street (between Fourth and Second Streets).

Table 3, below, presents the 2015 cumulative intersection operation conditions during the weekday P.M. peak hour. Under the future 2015 conditions, four of the seven study intersections would operate at LOS F, while the remaining intersections would operate at LOS D. The intersections of Fourth/King and Third/Townsend include mitigation measures as developed in the *Mission Bay Final SEIR*.

Table 3
INTERSECTION LEVEL OF SERVICE
2015 CUMULATIVE CONDITIONS

Intersection	**Delay**	**LOS**	**V/C[2]**	**Percent Contribution**	
				Percent of Total	**Percent of Increase**
Second Street and King Street [1]	33.6	D			
Third Street and King Street [1]	**> 60**	**F**	**1.09**	**<1**	**<2.5**
Fourth Street and King Street [1]	37.2	D			
Second Street and Townsend Street	**> 60**	**F**	**1.43**	**3**	**6**
Third Street and Townsend Street [1]	29.3	D			
Second Street and Brannan Street	**> 60**	**F**	**2.18**	**<1**	**<2.5**
Third Street and Brannan Street	**> 60**	**F**	**1.35**	**<1**	**<2.5**

Notes:
Delay presented in seconds per vehicle.

[1] Delay and LOS from the *Mission Bay Final SEIR*.
[2] Volume-to-Capacity ratio.

Source: Wilbur Smith Associates, February 2000.

To assess the effect of project-generated traffic on 2015 cumulative conditions, two measures of the proposed project's contribution to the 2015 cumulative traffic were calculated: the project-generated traffic as a percentage of total 2015 cumulative traffic volumes, and the project-generated traffic as a percentage of only the increase in traffic volumes between Existing and 2015 cumulative conditions. Each percentage contribution was calculated for the four study intersections shown in Table 3 that operate at LOS F.

By 2015, it is expected that this growth would cause the following four of the seven study intersections to deteriorate to LOS F: Third/King Streets, Third/Brannan Streets, Second/Brannan Streets, and Second/Townsend Streets. At the intersection of Second/Townsend Streets, the project generated traffic would represent approximately 3.0 percent of the total 2015 cumulative volumes, and approximately 6.0 percent of the cumulative growth in traffic volumes between the existing and cumulative traffic conditions. At the other study intersections that would be at LOS F by 2015, the project-generated traffic would represent less than 1.0 percent of the total 2015 cumulative volumes and less than 2.5 percent of the cumulative growth in traffic volumes between existing and cumulative conditions. Based on these projections, the project would have a considerable contribution to the cumulative traffic impacts at the Second/Townsend Streets intersection.

Ridership at the MUNI screenlines is projected to increase, between Existing and 2015 cumulative conditions, by about 11,260 passengers (this increase includes the transit trips generated by the proposed project that would utilize MUNI), while capacity is projected to increase by about 4,880 passengers. The projected ridership is expected to approach or exceed the capacity at all screenlines. The 33 weekday P.M. peak hour transit-trips generated by the proposed project that would cross the MUNI screenlines would have a minimal contribution to the cumulative transit ridership, and alone would not substantially affect the peak hour capacity utilization of each screenline.

For regional transit providers, between Existing and 2015 cumulative conditions, ridership is projected to increase by about 10,560 passengers at the East Bay screenline, by about 1,130 passengers at the North Bay screenline, and by about 6,340 passengers at the South Bay screenline. The projected ridership is expected to exceed the capacity at the East Bay screenline, whereas the North Bay and South Bay screenlines would operate at less than 100 percent of capacity. The proposed project would have a minimal contribution to the cumulative transit ridership (less than one percent), and alone would not substantially affect the peak hour capacity utilization of each screenline. The proposed project, therefore, would not have a significant cumulative impact on transit.

Construction of the proposed project would likely occur at the same time as other ongoing and proposed projects in the vicinity of the site, including the beginning of development within the Mission Bay area, and retrofit of the superstructure of the west span of the Bay Bridge. The construction activities associated with these projects would affect access, traffic operations, bus operation and pedestrian movements. The construction cycles each of these projects would differ depending on the location and scale of the project. Each individual project sponsor would work with various departments of the City (Department of Parking and Traffic, MUNI, the Fire Department, etc.) to develop a detailed and coordinated plan that would address construction vehicle routing, traffic control and pedestrian movement adjacent to the construction area. In any case, due to their temporary nature, these construction impacts would not be considered significant.

NOTES - Transportation/Circulation

1. *King-Townsend Building and Community Garage at 179 Townsend Street/170 King Street Transportation Study, Case No. 99.795E, Final Report,* Wilbur Smith Associates, July 20, 2000. This report is on file and available for public review at the Planning Department, 1660 Mission Street, San Francisco.

2. A large freight loading zone currently exists on King Street to the east of the project site (over 200 feet east of the project site, past the mid-block crossing). The San Francisco Department of Parking and Traffic is currently considering establishing a passenger loading zone within this space to accommodate passenger pick-up and drop-off related to the Pacific Bell ballpark (telephone conversation with Jerry Robbins, San Francisco DPT, July 10, 2000). If established, this space could be used to accommodate at portion of the passenger pick-up and drop-off related to the Proposed Project. It should be noted, however, that the distance from the loading zone to the project site may limit its use by live/work residents and retail patrons.

D. AIR QUALITY

Setting

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network which measures the ambient concentrations of six air pollutants (the "criteria pollutants"): ozone(0_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2) and sulfur dioxide (SO_2). The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas."

Because of the differences between the national and state standards, the designation of non-attainment areas is different under the federal and state legislation. On the basis of the monitoring data, the Bay Area had been designated a "non-attainment" area with respect to the Federal O_3 and CO standards. In 1995, the Bay Area was re-designated by the U.S. Environmental Protection Agency as a "maintenance area" for ozone, and in 1997 the Bay Area was re-designated to a "maintenance area" for CO. However, in June of 1998, the U.S. Environmental Protection Agency, based on data from 1995-1997, reclassified the Bay Area again as a non-attainment area for ozone, essentially reversing the 1995 action. The air basin is an attainment area or is unclassified for all other national ambient air quality standards. In addition, San Francisco has experienced violations of the state PM_{10} standards.

A four-year (1994 to 1997) summary of data collected at the BAAQMD monitoring station at 10 Arkansas Street (about one mile southwest of the project site) indicated that there were no violations of either the one-hour or eight-hour CO standards, or the standards for ozone, nitrogen dioxide, sulfur dioxide or lead. The state PM_{10} standard was exceeded on 0 to 6 days each year during the four year period of 1994-1997.

Comparison of these data with those from other BAAQMD monitoring sites indicates that San Francisco's air quality is among the least degraded of all urbanized portions of the Bay Area. Three of the prevailing winds, west, northwest, and west-northwest, which blow off the Pacific Ocean, reduce the potential for San Francisco to receive air pollutants from elsewhere in the region, and these winds also disperse air pollutants arising in San Francisco to other parts of the Bay Area.

Data from air quality monitoring in San Francisco show that there have been violations of the state (but not federal) fine particulate standards. Prior to 1989, occasional violations of the state and federal 8-hour standard for carbon monoxide were also recorded annually. CO is a non-reactive air pollutant, the major source of which is motor vehicles. CO concentrations are generally highest during periods of peak traffic congestion. Particulate levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of particulates in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.[1]

San Francisco, like all other sub-regions in the Bay Area, contributes to regional air quality problems, primarily O_3, in other parts of the Bay Area. Ozone is not emitted directly from air pollutant sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur. Ozone standards are violated most often in the Santa Clara, Livermore and Diablo Valleys, because local topography and meteorological conditions favor the build-up of ozone precursors there.

In 1995, emissions from motor vehicles were the source of 70 percent of the CO, 41 percent of the HCs, 72 percent of the PM_{10}, 89 percent of the sulfur oxides and 53 percent of the NO_x emitted in San Francisco.[2]

Under the California Clean Air Act, the entire San Francisco Bay Air Basin is a non-attainment area for ozone and PM_{10}. The air basin is either in attainment or unclassified for other pollutants.

The Bay Area has both a federal and state air quality plan. Both plans propose the imposition of controls on stationary sources (factories, power plants, industrial sources, etc.) and Transportation Control Measures designed to reduce emissions from automobiles.

Air quality impacts from a project, such as the subject mixed use project, result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project. None of these impacts would be significant with respect to the standards outlined above.

CONSTRUCTION EMISSIONS

Construction activities such as demolition, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would temporarily affect local air quality. Construction activities would not involve burning of any materials and would not create objectionable odors. Grading and other construction activities would temporarily affect local air quality for a period of months, causing a temporary increase in particulate dust and other pollutants. Dust emission during excavation would increase particulate concentrations near the site. Under winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed largely of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment. Consistent with BAAQMD CEQA Guidelines, construction-period air emissions are considered less than significant if effective control measures are implemented. The project sponsor has agreed to implement Construction Air Quality Mitigation Measures, page 59. Therefore, these impacts would be less-than-significant.

Impacts

Project operation would affect local air quality by increasing the number of vehicles on project-impacted roads and at the project site, and by introducing stationary emissions to the project site. Transportation sources would account for over 90 percent of operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less-than-significant.

LOCAL IMPACTS

On the local scale, the project would change traffic on the local street network, changing carbon monoxide levels along roadways used by project traffic. Carbon monoxide is an odorless, colorless, poisonous gas, the primary source of which in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

The Bay Area Air Quality Management District has identified three criteria that would require the estimation of local carbon monoxide concentrations:

- Project vehicle emissions would exceed 550 pounds per day
- Project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F
- Project traffic would increase traffic volumes on nearby roadways by 10 percent or more.

The URBEMIS-7G computer program was applied to project daily trip generation under winter conditions to estimate total project-related carbon monoxide emissions. The resulting emission of 471 pounds/day of carbon monoxide from project-generated vehicles does not exceed the BAAQMD threshold of significance of 550 pounds/day. Project traffic would, however, contribute to the traffic delays at three intersections currently operating at LOS D, E or F, and would cause LOS to decline from C to D at one intersection. Therefore, carbon monoxide concentrations at these three intersections were estimated using a CALINE-4 screening procedure.

Table 4 on the following page shows predicted 1-hour and 8-hour averaged carbon monoxide concentrations at the three intersections that meet the BAAQMD criteria for modeling. Project traffic would increase concentrations by less than 0.1 parts per million (ppm) at the three intersections studied. Concentrations are below the applicable state/federal standards, therefore project impacts on local carbon monoxide concentrations would be less-than-significant.

REGIONAL IMPACTS

Project traffic would also have an effect on air quality outside the project vicinity. Trips to and from the project would result in air pollutant emissions over the entire Bay Area. To evaluate emissions associated with the project, the URBEMIS-7G computer program was employed. The daily increases in regional emissions from auto travel are shown in Table 5 on the following page for reactive hydrocarbons and oxides of nitrogen (two precursors of ozone), and PM_{10} (particulate matter, 10 micron). Emissions are shown for the various project land uses separately. Trips generated by surplus parking were assumed to be 50 percent retail trips and 50 percent office trips.

Table 4

EXISTING AND PROJECTED CURBSIDE CARBON MONOXIDE CONCENTRATIONS AT SELECTED INTERSECTIONS*

Intersection	Without Project (2000) 1-Hour	Without Project (2000) 8-Hour	With Project (2000) 1-Hour	With Project (2000) 8-Hour
Second Street/Brannan Street	10.0	6.8	10.0	6.8
Fourth Street/King Street	12.1	8.3	12.1	8.3
Third Street/King Street	12.0	8.2	12.0	8.2
Most Stringent Standard	20.0	9.0	20.0	9.0

* Calculations were made using a screening procedure contained in the *BAAQMD CEQA Guidelines*. Background concentrations of 6.6 ppm (1-hour) and 4.4 ppm (8-hour) were calculated using 1992 isopleths of carbon monoxide concentration and rollback factors developed by the Bay Area Air Quality Management District. The one-hour state standard is 20 ppm, the one-hour federal standard is 35 ppm, and the eight-hour state and federal standards are 9 ppm. Emission factors were derived from the California Air Resources Board EMFAC7F computer model (Version 1.1).

Source: Don Ballanti, Certified Consulting Meteorologist.

Table 5

PROJECT REGIONAL EMISSIONS IN POUNDS PER DAY*

	Reactive Hydrocarbons	Nitrogen Oxides	PM_{10}
Live-Work Units	2.7	3.1	1.1
Retail	7.8	13.1	4.4
Office	3.2	4.3	1.5
Parking	27.5	40.2	13.6
Project Daily Emission	41.2	60.7	20.6
BAAQMD Threshold	80.0	80.0	80.0

* Estimates of regional emissions generated by project traffic were made using a program called URBEMIS-7G. Inputs to the URBEMIS-7G program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Trip generation rates for project land uses were provided by the project transportation consultant. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 25 MPH. The analysis assumed a year 2000 vehicle mix. The URBEMIS-7G runs assumed summertime conditions.

Source: Don Ballanti, Certified Consulting Meteorologist

Guidelines for the evaluation of project impacts issued by the Bay Area Air Quality Management District consider emission increases to be significant if the project emissions exceed 80 lbs per day for regional pollutants (HC, NO_X, PM_{10}). Project emissions shown in Table 4 are below these criteria for these pollutants, so the proposed project would have a less-than-significant impact on regional air quality.

NOTES - Air Quality

[1] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996.

[2] Ibid.

E. GROWTH INDUCEMENT

A project would be considered growth inducing if its construction and use would encourage population increases and/or new development that might not occur if the project were not implemented. The proposed project entails construction of a new building providing approximately 410,050 gross square feet of space, including 55 live/work units, approximately 46,775 occupied square feet of office space, approximately 29,260 occupied square feet of retail space, and 657 parking spaces. The additional office, retail, parking and live/work space in the China Basin/South Beach area would increase the daily population on the project site by approximately 305 people, to a total of 370.[1] Approximately 116 of these people would be residents of the new live/work units, while approximately 189 would be net new employees. Thus, the project would accommodate approximately 73 more new employees than new residents. Some of the new employees would be expected to already be San Francisco residents. While some of the net new employees on the project site would be from outside the City, most of them would be drawn from the existing regional labor pool. These people would likely already have housing in one of the many communities within commuting distance of San Francisco. However, some of the future employees of the proposed project could seek housing in San Francisco, adding to the existing demand for housing. However, the number of such people would be small, thus, the proposed project would not cause significant growth-inducing impacts.

NOTE - Growth Inducement

[1] This estimate is based on 2.11 persons per dwelling unit, one employee per 276 square feet of occupied office space, one employee per 350 square feet of occupied retail, plus approximately 6 attendants, maintenance, and security personnel for the parking garage, minus the approximately 65 existing employees on the site who would be displaced.

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE SIGNIFICANT IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potentially significant environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architects and contractors and are thus proposed. Implementation of some measures may be the responsibility of other agencies. Each mitigation measure and its status are discussed below.

Several items are required by law that would serve to mitigate impacts; they are summarized here for informational purposes, and may appear below. These measures include: no use of mirrored glass on the building in order to reduce glare, as per City Planning Commission Resolution 9212; limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, 1972); implementation of geotechnical assessment and recommendation; and observance of State and Federal Occupational Safety and Health Administration requirements related to handling and disposal of hazardous materials.

The California Environmental Quality Act requires that a reporting or monitoring program be adopted regarding mitigation measures that are made conditions of approval for any project that would otherwise have significant environmental impacts. As such, an alternative selected by the Planning Commission and proposed for approval will include a monitoring and/or reporting program to ensure compliance with all mitigation measures required as conditions of approval.

Measures not required by legislation but which would also serve to mitigate environmental impacts appear below. Mitigation measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

A. CULTURAL RESOURCES

* • The project sponsor shall retain the services of an archaeologist. During removal of the structures and any buried foundation materials found on the site, and prior to commencement of construction, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall focus primarily on the southern half of the project site, and consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all laying of foundations and footings such as drill piers, and/or any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the Environmental Review Officer (ERO), and the project sponsor shall halt any activities that the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities that might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist shall prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. The Office of Major Environmental Analysis shall receive three copies of the final archaeological report, accompanied by copies of transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

B. CONSTRUCTION AIR QUALITY

* • The project sponsor shall require the construction contractor(s) to spray the project site with water during demolition, excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

* • The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

C. HAZARDS

- The project sponsor would ensure that the construction contractor limits the amount of excavation, and handle and dispose of any excavated soils properly. Soil excavated for offsite disposal or use shall be characterized for metals and petroleum hydrocarbons based on the requirements of the accepting facility or party; this characterization should be performed on a representative volume of stockpiled soil.

* • The project sponsor would ensure that site surveys for asbestos, PCB-containing equipment, oils, and lead-based paint are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.

- Potential presence of lead-based paint: The project sponsor shall ensure that the project contractors will comply with all federal, State, and local regulations, including lead-safe work practices, applicable to work with lead-based materials (i.e., lead-based paint) and disposal of lead-containing waste. The project sponsor shall ensure that a certified "Lead-Related Construction Inspector/Assessor" by the California Department of Health Services shall provide a lead clearance (or certification) report after the lead abatement work in the buildings is completed. The project sponsor shall provide a copy of the lead clearance report to the San Francisco Planning Department, Office of Environmental Review, and the Department of Public Health, Bureau of Environmental Health Management.

V. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100(b)(2)(A) and 21100.1(a) of the California Environmental Quality Act (CEQA), and with Sections 15126.2(b) of the State CEQA Guidelines, the purpose of this chapter is to identify environmental impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures, pages 57 to 60. This chapter is subject to final determination by the San Francisco Planning Commission as part of its certification of the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

Mitigation measures outlined in Chapter IV of this report would reduce all potentially significant project specific impacts, except cumulative traffic impacts listed below, to a less-than-significant level. The project sponsor has agreed to implement these mitigation measures in an agreement dated August 4, 2000.[1]

The project would make a "considerable" contribution to cumulative traffic growth in the area, resulting in increases in delay which could affect the operation of area intersections, and would thus be considered to contribute an unavoidable significant impact at one nearby intersection (Second/Townsend Streets).

In order to alleviate cumulative traffic impacts, additional capacity would be needed throughout the area, in addition to intersection improvements

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[1] This mitigation agreement form is available for public review at the San Francisco Planning Department, 1660 Mission Street, in Case File No. 99.795E.

VI. ALTERNATIVES TO THE PROJECT

This chapter identifies alternatives to the proposed project, discusses environmental impacts associated with each alternative, and, where an alternative has been considered by the project sponsor in development of the project, gives the sponsor's reasons for rejection of the alternative in favor of the proposed project. Regardless of the sponsor's reasons for rejection, the Planning Commission could approve an alternative instead of the project if the decision makers believe the alternative would be more appropriate for the project site.

Analysis of alternatives at different sites for private projects is not required except in very limited circumstances. Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative. This EIR does not include an alternate site alternative because King Townsend Community Parking, LLC, the project sponsor, cannot reasonably acquire, control or otherwise have access to an available alternative site for the proposed project. An unidentified other location for the project would not meet the project sponsor's objectives of constructing a mixed-use building to provide parking, live/work, retail, and office space in the China Basin/South Beach area of San Francisco, developing a project consistent with the existing urban design character of the area; facilitating the conversion of an underused industrial/commercial site to live/work use; constructing a traditional office building away from the downtown core and providing parking in excess of required amounts.

A. NO PROJECT ALTERNATIVE

Description

This alternative would entail no change to the project site. Under the No Project Alternative, the existing nightclub and electrical supply wholesale store at 175-179 and 183 Townsend Street would continue operations in the existing buildings.

Impacts

If the No Project Alternative were implemented, none of the impacts associated with the proposed project would occur. The environmental characteristics of this alternative would be generally as described in the Environmental Setting chapter of this report (see Chapter III and Appendix A, the Initial Study, for a discussion of existing conditions). The nightclub and electrical supply wholesale/retail store would continue their operations, and the traffic and parking effects generated by these uses would continue. On the other hand, the increased traffic and parking demand that would be generated by the proposed project would not occur. The net result would be better traffic conditions under this alternative than under the proposed project. The visual effects of the proposed project would also not occur. The existing low-rise buildings on the site would be less visually prominent and would not block the private views from nearby buildings, as would the proposed project. Under the SEO zoning, the nightclub would remain as a non-conforming use.

This alternative was rejected by the project sponsor because it would not satisfy the sponsor's objectives of constructing a mixed-use building to provide parking, live/work, retail, and office space in the China Basin/South Beach area of San Francisco; developing a project consistent with the existing urban design character of the area; facilitating the conversion of an underused industrial/commercial site to live/work use; constructing a traditional office building away from the downtown core; providing parking in excess of required amounts; encouraging the use of bicycles; providing pedestrian-oriented ground floor retail spaces; and developing a project with minimal environmental disruption.

B. CODE-COMPLIANT (REDUCED PARKING) ALTERNATIVE

Description

Under this alternative, a mixed-use building providing only parking spaces accessory to the building's other uses, and no parking that would require a conditional use permit, would be developed on the project site. The Code-Compliant Alternative building would provide approximately 47,000 square feet of office (similar to the proposed project), approximately 30,000 square feet of retail (similar to the proposed project), approximately 357 parking spaces (less than the 657 spaces of the proposed project), and approximately 95 live/work units (more than the 55 units of the proposed project). The building would have towers on the King and Townsend Street sides approximately the same height as the proposed project, but fewer parking levels. The building would provide workspace for approximately

189 net new employees (beyond existing employment at the site) and dwellings for approximately 200 people.

Impacts

Most of the potential impacts identified for the proposed project would occur with the Code-Compliant Alternative. This alternative would still remove the existing industrial warehouse buildings and replace them with a mixed-use facility. The change in land use would be the same, but the size would be slightly less, while the resultant population density of this alternative would be greater than that of the proposed project. The estimated on-site population would be about 454 people, including employees and residents, an increase of 389 people over the current situation.

The reduced number of parking spaces would translate to fewer vehicle trips (both daily and P.M. peak-hour), while the increased live/work units would generate more vehicle trips. The increase in live/work trips would be less than the decrease in parking-related trips; thus, the Code-Compliant Alternative would generate somewhat fewer vehicle trips than the proposed project. It would add to traffic, and would not result in any significant impacts on intersection operating conditions or public transit. However, as with the proposed project, this alternative's contribution to cumulative traffic impacts would be a significant cumulative impact.

This alternative would generate increased transit demand, but, as with the proposed project, the additional transit trips would not significantly affect local or regional transit. This alternative would generate greater live/work parking demand, yet provide fewer total parking spaces. The live/work parking demand of approximately 1.5:1 would exceed the reserved live/work parking supply of 1:1. This unmet demand would need to be accommodated either on-street, or through arrangements at a nearby parking facility, but would not be a significant impact.

Due to an increase in traffic, this alternative would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region, though these increases would be slightly less than the increases that would be generated by the proposed project. The increases would be insignificant relative to total local and regional emissions of these pollutants, and would be well below the Bay Area Air Quality Management District's thresholds of significance. The public services demand and energy consumption under this alternative would be somewhat more than that of the proposed project. However, this alternative's effects related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project. Because the King and Townsend Street towers would be approximately the same height, the visual impacts of the Code-Compliant Alternative would be similar to those of the proposed project. To pedestrians passing the site frontage on Townsend and King Streets, the view of the street-level façade of the Code-Compliant Alternative would be similar to that of the proposed project.

Construction impacts of this alternative would be similar to those of the proposed project.

This alternative was rejected by the project sponsor because the reduced number of parking spaces would not enable the project sponsor to meet the objectives of constructing a mixed-use building to provide parking, live/work, retail, and office space in the China Basin/South Beach area of San Francisco; providing parking in excess of required amounts to serve existing and growing residential and commercial demand near regional and intra-city transit stations and lines and access to major cross-town arterials and freeway ramps; providing on-site parking to meet project demand; and encouraging the use of bicycles.

C. LIVE/WORK GARAGE-RETAIL ALTERNATIVE

Description

Under this alternative, a mixed-use building with no office space would be developed on the project site. The Live/Work Garage-Retail Alternative building would provide approximately 30,000 square feet of retail (similar to the proposed project), approximately 657 parking spaces (similar to the proposed project), and approximately 85 live/work units (more than the 55 units of the proposed project). The building would have towers on the King and Townsend Street sides approximately the same height as the proposed project, with live/work units in place of the office uses of the proposed project. The building would provide workspace for approximately 23 net new employees (beyond existing employment at the site) and dwellings for approximately 179 people.

Impacts

Most of the potential impacts identified for the proposed project would occur with the Live/Work Garage-Retail Alternative. This alternative would still remove the existing industrial warehouse buildings and replace them with a mixed-use facility. The change in land use would be the same and the building size would be similar, but the resultant population density of this alternative would be less than that of the proposed project. The estimated on-site population would be about 267 people, including employees and residents, an increase of 202 people over the current situation.

The substitution of live/work units for office space would translate to slightly fewer vehicle trips (both daily and P.M. peak-hour), while the parking garage-related vehicle trips would be the same as the proposed project. Thus, the Live/Work Garage-Retail Alternative would generate slightly fewer vehicle trips than the proposed project. It would add to traffic, but would not result in any significant impacts on intersection operating conditions or public transit. However, as with the proposed project, this alternative's contribution to cumulative traffic impacts would be a significant cumulative impact.

This alternative would generate less transit demand than the proposed project, and, as with the proposed project, the additional transit trips would not significantly affect local or regional transit. The live/work parking demand of approximately 1.5:1 would exceed the reserved live/work parking supply of 1:1.

Due to an increase in traffic, this alternative would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region, though these increases would be slightly less than the increases that would be generated by the project. The increases would be insignificant relative to total local and regional emissions of these pollutants, and would be well below the Bay Area Air Quality Management District's thresholds of significance. The public services demand and energy consumption under this alternative would be approximately the same as that of the proposed project. However, this alternative's effects related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the proposed project.

Because the Live/Work Garage-Retail Alternative would be approximately the same height and massing as the proposed project, its visual impacts would be similar to those of the proposed project. To pedestrians passing the site frontage on Townsend and King Streets, the view of the street-level façade of this alternative would be similar to the proposed project.

Construction impacts of this alternative would be similar to those of the proposed project.

This alternative would not enable the project sponsor to construct an economically viable facility, and would not satisfy the sponsor's objectives of constructing a mixed-use building to provide parking, live/work, retail, and office space in the China Basin/South Beach area of San Francisco; and constructing a traditional office building away from the downtown core.

D. LIVE/WORK ALTERNATIVE

Description

This alternative would involve a 55-unit live/work building with 55 parking spaces. The project building would be about five-stories high and would contain a parking garage on the ground floor. No other uses would be featured. This alternative would be an environmentally superior alternative to the proposed project.

Impacts

All of the environmental impacts associated with this project would be less than the proposed project. This alternative would change the land use and increase the population density on the site. Although the alternative would add to traffic, it would not result in any project specific or cumulative significant impacts on intersection operating conditions or public transit. The live/work parking demand of approximately 1.5:1 would exceed the reserved live/work parking supply of 1:1. This periodic parking deficit would mean that some project-generated traffic would compete for the available supply of on-street parking relative to demand in the local area. Any such increase in parking demand resulting from the proposed project would not substantially alter the existing area-wide parking situation and, although it may be an inconvenience, it is not a significant physical environmental impact. This alternative would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region, however, the emissions would be locally and regionally insignificant. The visual impacts of the Live/Work Alternative would be less than the proposed project. Other impacts related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the proposed project.

This alternative was rejected by the project sponsor because the reduced number of parking spaces would not enable the project sponsor to provide sufficient parking facilities to meet anticipated demand in the area, and it would not satisfy the sponsor's objectives of constructing a mixed-use building to provide parking, live/work, retail, and office space in the China Basin/South Beach area of San Francisco; providing parking in excess of required amounts to serve existing and growing residential and commercial demand near regional and intra-city transit stations and lines and access to major cross-town arterials and freeway ramps; providing parking sufficient to meet project demand; and encouraging the use of bicycles.

E. CURRENT ZONING (NO SEO) ALTERNATIVE

Description

Under this alternative, a mixed-use building that would comply with current M-2 zoning controls, rather than the anticipated future South End Office (SEO) zoning, would be developed on the project site. The Current Zoning Alternative building would provide approximately 47,000 square feet of office (similar to the proposed project), approximately 30,000 square feet of retail (similar to the proposed project), approximately 417 parking spaces (less than the 657 spaces of the proposed project), and approximately 55 live/work units (the same as of the proposed project). The building would have towers on the King and Townsend Street sides approximately the same height as the proposed project, but fewer parking levels. The building would provide workspace for approximately 189 net new employees (beyond existing employment at the site) and dwelling for approximately 116 people.

Impacts

Most of the potential impacts identified for the proposed project would occur with the Current Zoning Alternative. This alternative would still remove the existing industrial warehouse buildings and replace them with a mixed-use facility. The change in land use would be the same, and the size and resultant population density of this alternative would be similar, but there would be fewer parking spaces and associated impacts. The estimated on-site population would be about 370 people, including employees and residents, an increase of 305 people over the current situation.

The reduction of parking spaces would translate to fewer vehicle trips (both daily and P.M. peak-hour), while the live/work-, retail-, and office-generated vehicle trips would be the same as the proposed project. Thus, the Current Zoning Alternative would generate slightly fewer vehicle trips than the proposed project. It would add to traffic, but would not result in any significant impacts on intersection operating conditions or public transit. However, as with the proposed project, this alternative's contribution to cumulative traffic impacts would be a significant cumulative impact.

This alternative would generate less transit demand than the proposed project, and, as with the proposed project, the additional transit trips would not significantly affect local or regional transit. This alternative would generate similar live/work parking demand as the proposed project, while providing fewer total parking spaces than the proposed project. The live/work parking demand of approximately 1.5:1 would exceed the reserved live/work parking supply of 1:1.

Due to an increase in traffic, this alternative would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region, though these increases would be slightly less than the increases that would be generated by the proposed project. The increases would be insignificant relative to total local and regional emissions of these pollutants, and would be well below the Bay Area Air Quality Management District's thresholds of significance. The public services demand and energy consumption under this alternative would be approximately the same as that of the proposed project. However, this alternative's effects related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project.

Because the King and Townsend Street towers would be approximately the same height, the visual impacts of this alternative would be similar to those of the proposed project. To pedestrians passing the site frontage on Townsend and King Streets, the view of the street-level façade of the Current Zoning Alternative would be similar to the proposed project.

Construction impacts of this alternative would be similar to those of the proposed project.

This alternative was rejected by the project sponsor because the reduced number of parking spaces would not enable the project sponsor to provide sufficient parking facilities to meet anticipated demand in the area, and it would not satisfy the sponsor's objectives of constructing a mixed-use building to provide parking, live/work, retail, and office space in the China Basin/South Beach area of San Francisco; providing parking in excess of required amounts to serve existing and growing residential and commercial demand near regional and intra-city transit stations and lines and access to major cross-town arterials and freeway ramps; providing parking to meet project demand; and encouraging the use of bicycles.

VII. AUTHORS

EIR AUTHORS

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ORGANIZATIONS AND PERSONS CONSULTED

City and County of San Francisco

Department of Parking and Traffic
Jack Fleck

VIII. APPENDICES

A. Initial Study and Notice of Preparation

B. DEIR Distribution List

C. Level of Service Definitions

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: June 3, 2000

Lead Agency:
San Francisco Planning Department
1660 Mission Street
San Francisco, California 94103-2414

Agency Contact Person: Diane Wong **Telephone:** (415) 558-5980

Project Title: No. 99.795E: King - Townsend Building & Community Garage
Project Sponsor: King/Townsend Community Parking LLC
Project Contact Person: Geoffrey Palermo **Telephone:** (415) 989-9677

Project Address: 175-179 and 183 Townsend Street and 170 King Street
Assessor's Block and Lot: Block 3794, Lots 4 and 7
City and County: San Francisco

Project Description: The proposed project would be the construction of a mixed-use building with parking garage, retail, office, and live-work spaces on an approximately 42,969 square-foot site fronting on both King and Townsend Streets between Second and Third Streets in the South of Market neighborhood of San Francisco. The project would involve demolition of the existing buildings and surface parking lot, excavation for the foundation, and construction of a ten-story, approximately 387,230 square-foot mixed-use building. The new building would vary in height between seven and ten stories, and between 90 and 110 feet. The project would contain a total of 657 spaces, approximately 29,275 square feet of retail uses in a ground floor podium, approximately 46,775 square feet of office uses across six upper floors, plus a ground floor lobby, and approximately 55 live/work spaces across seven upper floors. The project site is currently occupied by a 17-space surface parking lot and two connected industrial warehouse buildings, containing a retail/wholesale electrical supply store and a nightclub. The project would require approval for merger of the two lots; Conditional Use authorization; and Section 321 approval for new office space. The site is in the process of being rezoned from M-2 to South End Office, and the project is contingent on this rezoning occurring.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the Planning Commission: June 13, 2000. An appeal requires: (1) a letter specifying the grounds for the appeal, and (2) a $209.00 filing fee. The public is invited to comment on the scope of the EIR. Such comments must be received by July 5, 2000, to ensure consideration in preparing the Draft EIR.

Hillary Gitelman
Environmental Review Officer

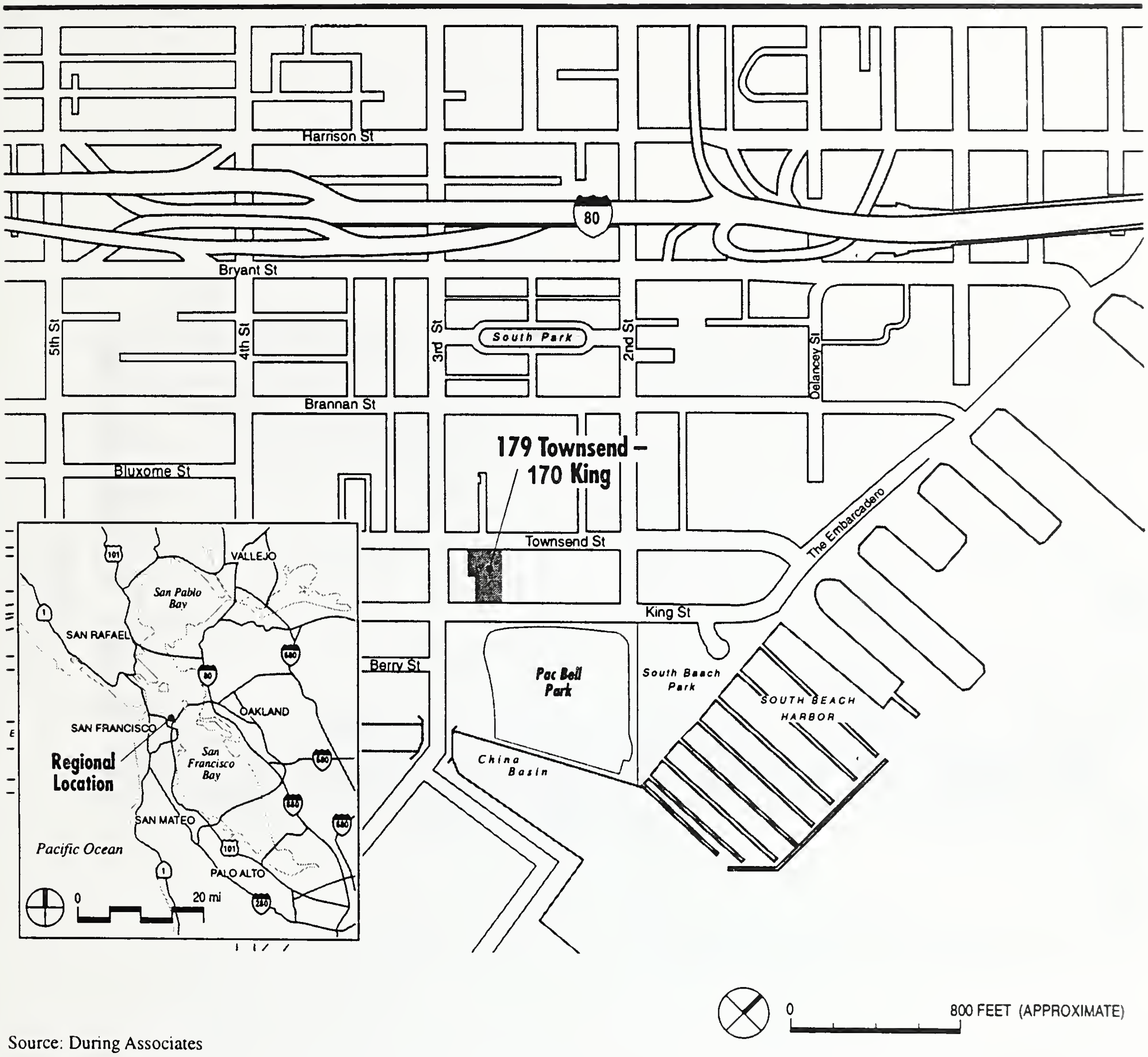
KING-TOWNSEND BUILDING AND COMMUNITY GARAGE
INITIAL STUDY
99.795E

PROJECT DESCRIPTION

The proposed project would consist of demolition of two existing connected buildings and a 17-space surface parking lot at 175-179 and 183 Townsend Street, respectively, between King and Townsend and Second and Third Streets in the South of Market (SoMa) Area, and construction of a ten-story mixed-use building with parking garage, retail, office and live/work spaces (Figure 1, Page 3). The new building would vary in height from seven to ten stories, and from 90 to 110 feet. (Figures 2, 3, 4, 5, 6, and 7, pages 4 to 9). The project would contain 369 conditionally-permitted principal use parking spaces and 288 accessory parking spaces for the retail, office and live/work units, for a total of 657 spaces and 239,691 square feet. Of the 657 total parking spaces, 138 would be compact spaces and 12 would be accessible spaces. The parking would be on nine levels above the retail podium with ingress and egress on Townsend Street. Vehicles would enter via a single ramp and self-park. The exiting vehicles would be able to choose from three ticket gates/kiosks before entering Townsend Street (the middle lane would be reversible for peak use). The live/work units, retail and office uses would have reserved parking spaces, although these spaces would not be physically separated from the public parking garage.

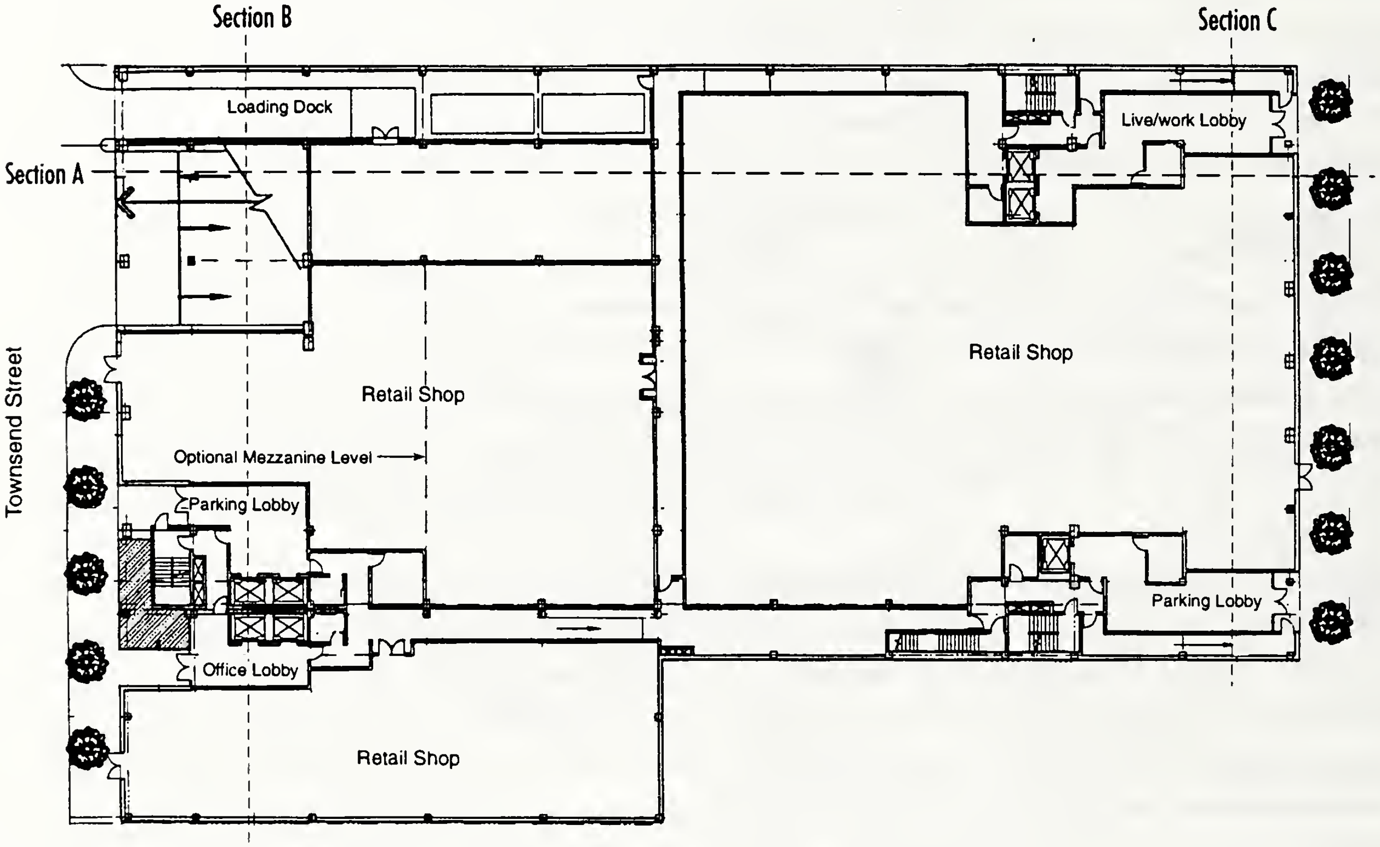
There would be approximately 29,275 square feet of retail uses in a ground floor podium with access on Townsend and King Streets. Approximately 46,775 square feet of office uses would be seven floors in a separate tower on the west side of the building with a pedestrian lobby on Townsend Street. There would be approximately 55 live/work units on seven upper floors. About 44 of the live/work units would face King Street. Eleven live/work units would be on the roof of the garage. Three of these units would face Townsend Street and eight units would be in the interior portion of the building with individual decks. All live/work units would have mezzanines, and all would have dedicated parking spaces on the respective floors, except for the top level units which would have parking one floor below on the top level of the garage. The project would have 1,016 square feet of public open space for the office use on the 6th floor (a deck on the Townsend Street setback), about 276 square feet of open space for the retail use at the entry plaza (in front of the office and parking garage lobbies on Townsend Street) on the ground floor, about 4,000 square feet of live/work common open space on the 6th floor live/work area of the project and 15 live/work units would have private decks totaling about 3,220 square feet of open space. The building would be constructed of post-tensioned concrete floor slabs, poured in place concrete columns, concrete moment frames and metal stud partitions. The exterior would contain industrial windows and stucco, textured and colored to complement the existing brick warehouse motif of the area, including the new Pacific Bell Baseball Park across King Street from the project site.

The project site is a through lot which fronts both King and Townsend Streets, between Second and Third Streets. The approximately 42,969 square foot site consists of Lots 004 and 007 of Assessor's Block 3794 and is currently zoned M-2 (Heavy Industrial). The San Francisco Planning Department has proposed a rezoning of the site from M-2 to South End Office (SEO). This rezoning is currently in progress, undergoing environmental review. The feasibility of the proposed project depends on the rezoning taking place prior



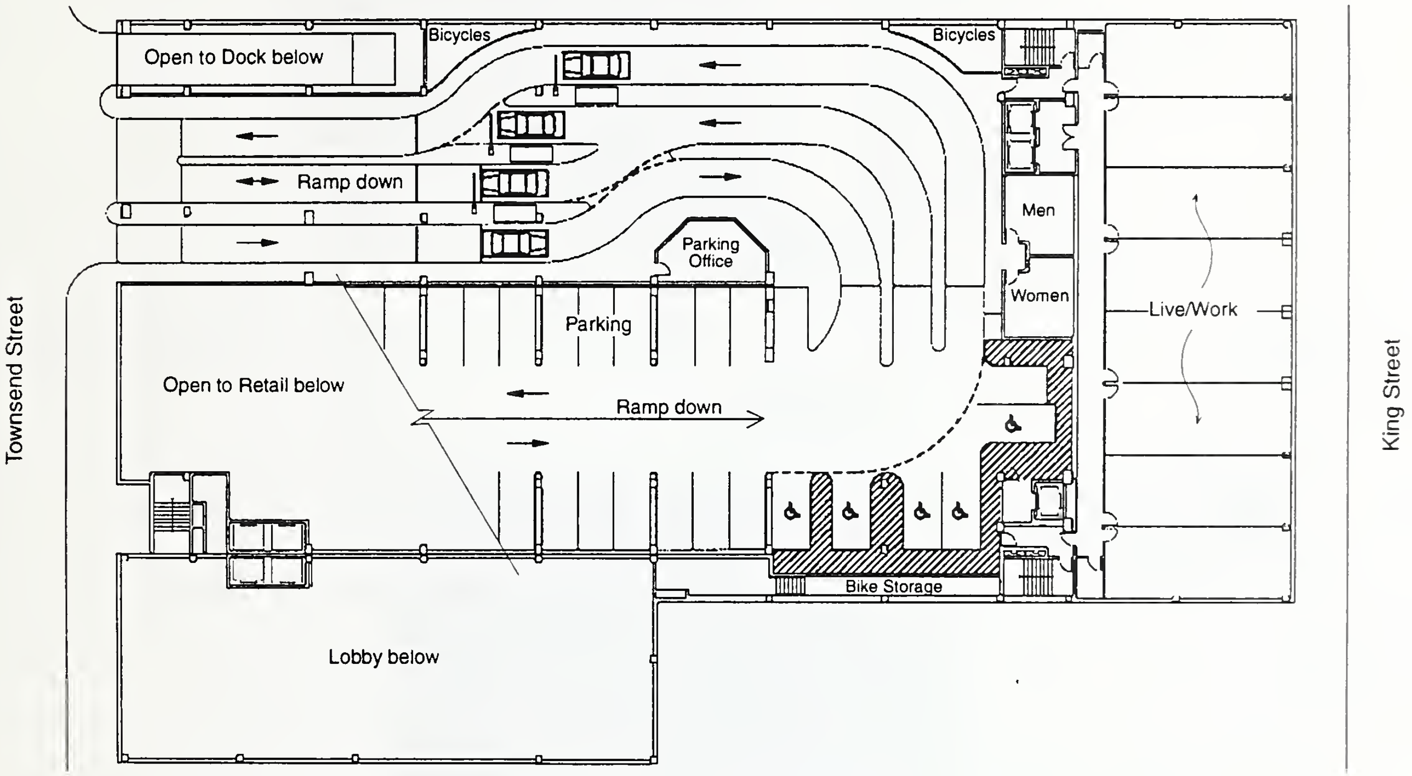
Source: During Associates

PROJECT LOCATION FIGURE 1



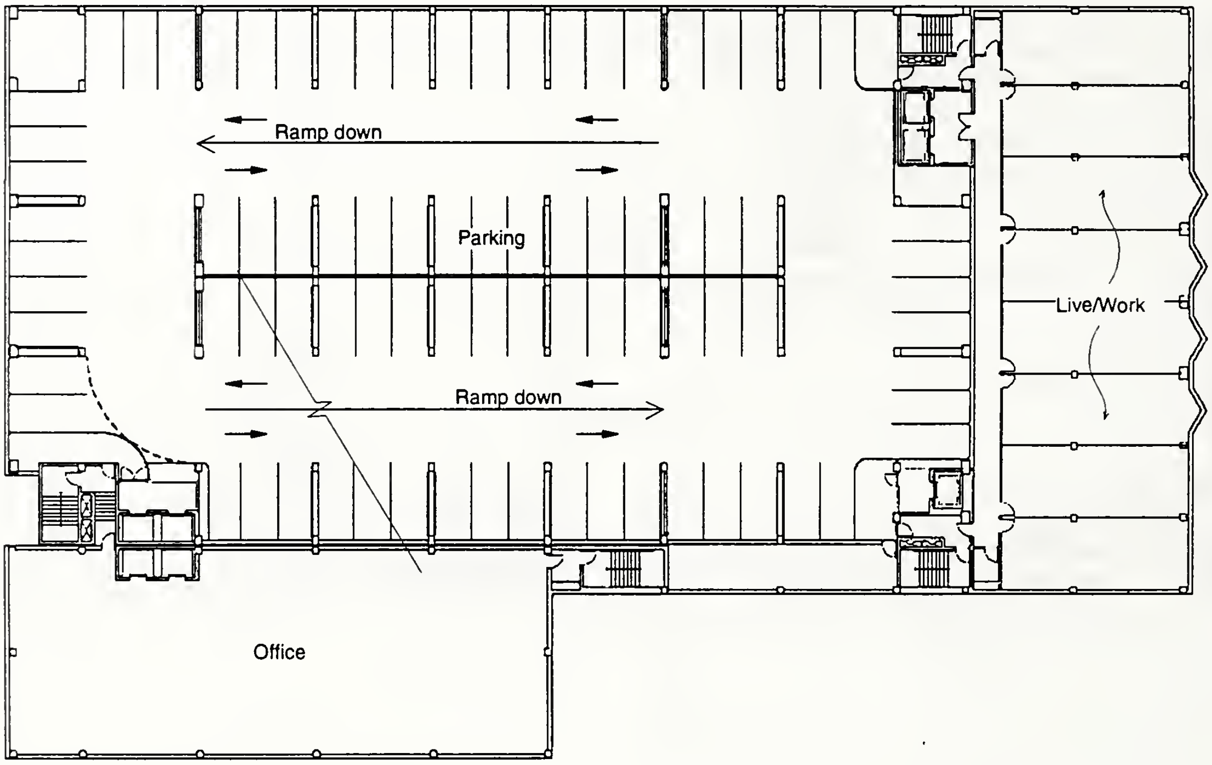
Source: MBH Architects

GROUND LEVEL FLOOR PLAN FIGURE 2



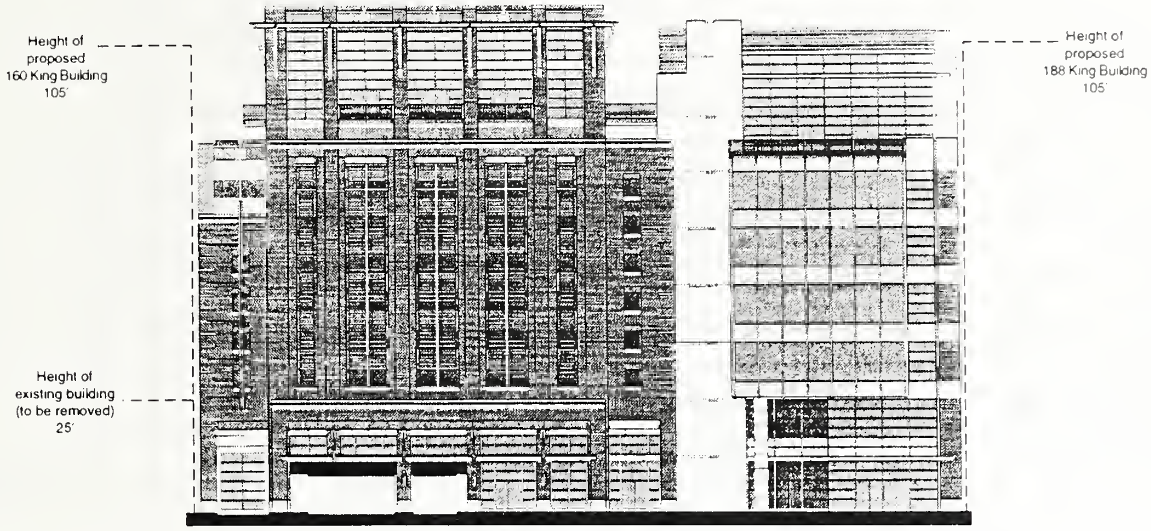
Source: MBH Architects

FIRST LEVEL FLOOR PLAN FIGURE 3



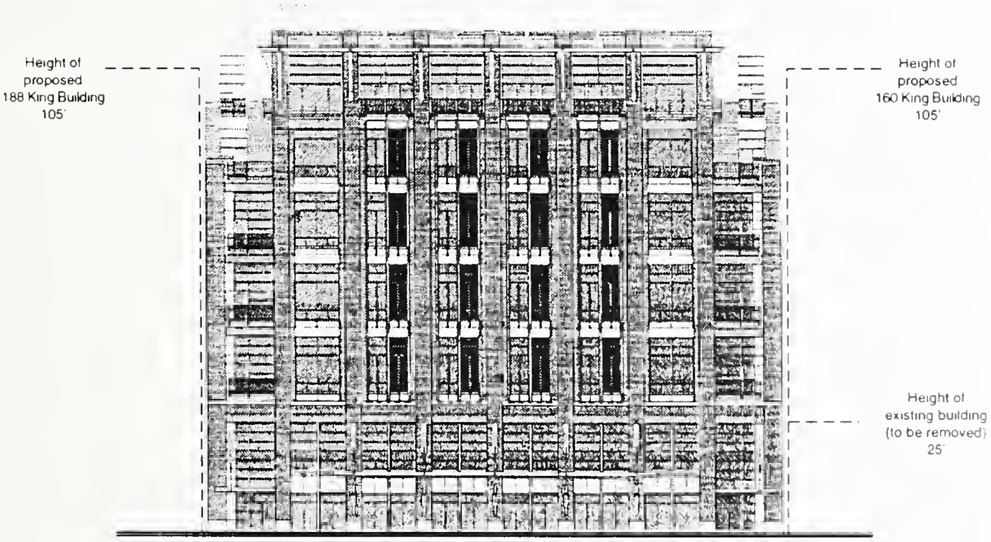
Source: MBH Architects

TYPICAL UPPER LEVEL FLOOR PLAN FIGURE 4



Townsend Street

Townsend Street Elevation

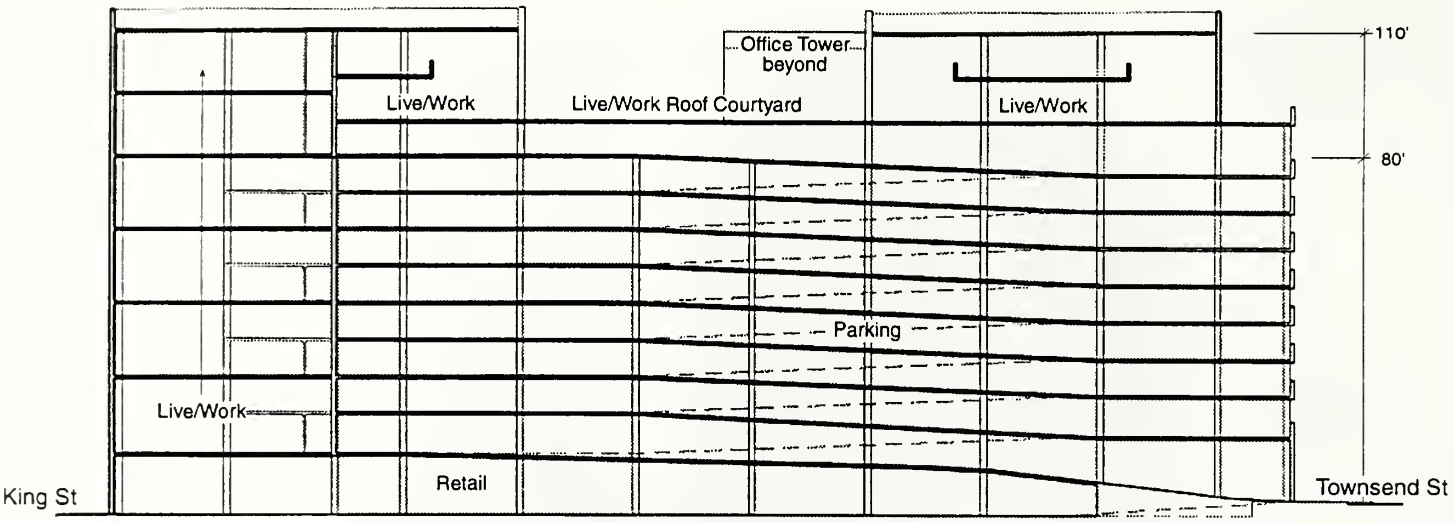


King Street

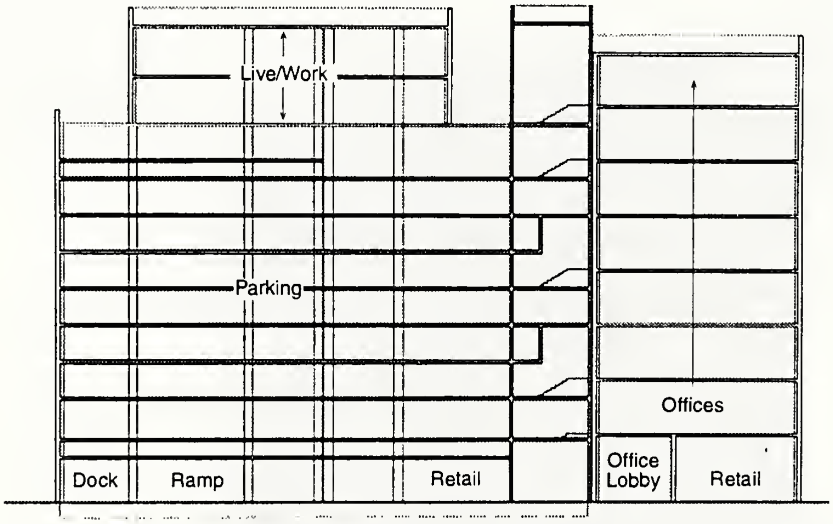
King Street Elevation

Source: MBH Architects

ELEVATIONS FIGURE 5



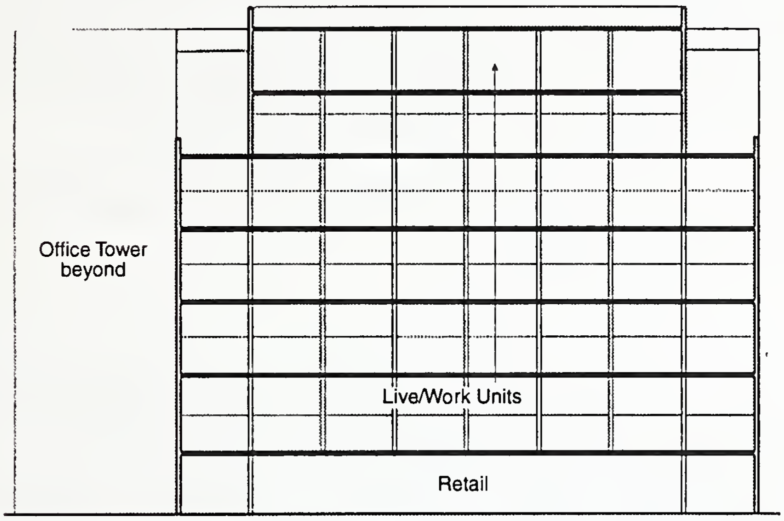
King–Townsend (Section A)



Parking and Office (Section B)

Source MBH Architects

PROJECT SECTIONS FIGURE 6



Source: MBH Architects

LIVE/WORK (PROJECT SECTION C) **FIGURE 7**

to final approval, which is further discussed on page 12 under "Compatibility with Zoning, Plans and Policies." The project site is situated in the 105-F Height and Bulk District. The SEO rezoning proposal would not affect the height and bulk restrictions.

The existing buildings on the site currently contain an approximately 15,906 square feet electrical supply warehouse with associated 6,100 square feet of office space on the mezzanine and first floor in one building, and an approximately 18,906 square-foot one-story with mezzanine nightclub in the other, for a total of approximately 37,812 square feet. The approximately 5,000-square foot parking lot on the site contains about 17 spaces. The project would involve demolition of the existing buildings and surface parking lot, excavation for the foundation, and construction of a new mixed-use building.

Project construction would take approximately 14 months. The project construction cost is estimated at $20 million. The project architect is MBH Architects.

PROJECT SETTING

The project site is made up of two lots, is L-shaped and approximately 42,969 square feet in size. The project site connects King and Townsend Streets, between Second and Third Streets, and is 275 feet deep, with about 175 feet of frontage along Townsend Street and about 138 feet along King Street. The site is occupied by two connected industrial warehouse buildings totaling approximately 37,812 square feet and an approximately 5,000 square feet surface parking lot containing about 17 spaces. The two connected metal frame warehouse buildings on the site contain an approximately 15,906 square feet electrical supply warehouse with associated 6,100 square feet of office space and an approximately 18,906 square feet one-story with mezzanine nightclub.

Portions of the existing buildings have been on the site since before 1970. The site has been occupied by the electrical supply business and dance club since approximately 1992. Before that it was used by a beer distributor. Prior tenants have also included an agricultural implement warehouse, a sheet metal works, auto/truck repair, a newspaper company, and a carpenter's shop. As early as 1899, the site was used by Pacific Gas Improvement Company (predecessor to Pacific Gas & Electric) and operated as an oil and lead warehouse.

The site is in the South Beach area, which is currently experiencing a number of new mixed use projects including live/work units, apartments, office and multi media space, restaurants, and the Pacific Bell Park opposite the site on King Street. Within one block of the project site, projects with a total of 318,000 square feet of office, multimedia, restaurant, live/work, and retail uses are proposed. In addition, the project area also contains retail, warehouse, light industrial, self-storage uses, and surface parking. Two blocks to the southwest of the project site is the remodeled CalTrain depot and to the south is the China Basin Building, Mission Creek Marina and the proposed Mission Bay Development. To the northeast, the area contains the South Beach Marina, and several high-rise residential projects.

APPROVALS REQUIRED

Under the proposed new South End Office (SEO) District, the live/work units, retail, office and business service/multi-media uses for the proposed project would be permitted uses. Under the proposed SEO zoning district controls, the commercial parking garage would require a conditional use permit in accordance with *Planning Code* Section 303. Approval of new office space is required under *Planning Code* Section 321, which restricts the amount of new office space that can be constructed on an annual basis. Under the proposed SEO controls, the maximum floor area ratio (FAR) would be 5:1. Live/work uses would not count toward the FAR, in contrast to the requirements of the current M-2 zoning. Thus, the feasibility of the project as proposed depends on the rezoning taking place prior to final approval (see discussion on pages 12 and 13, Compatibility with Zoning, Plans and Policies). If these area-wide controls are not adopted, the proposed project would require text amendments and/or a map change specific to the site.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The 175-179 Townsend Street/170 King Street ("177 Townsend Street") Project is examined in this Initial Study to identify potential effects on the environment. On the basis of this study, project-specific effects that relate to transportation and operational air quality have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). The EIR will also provide additional discussion of potential land use impacts and the project's visual quality/urban design for informational purposes, although both are determined in this Initial Study to be less-than-significant impacts.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential effects were determined either to be less than significant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: land use; visual quality, including light and glare; population, including housing and employment; noise; construction air quality, including shadow and wind; utilities/public services; biology; geology/topography; water; energy; hazards; and cultural resources. Although land use and visual quality are determined either to be less than significant or to be mitigated through measures included in the project, discussion of these topics is included in the EIR for informational purposes.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

With several exceptions, all items on the Initial Study Environmental Evaluation Checklist incorporated below have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse impact on the environment in the topic areas indicated. For items where the conclusion is "To be Determined," further analysis will be conducted in the EIR. Many Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department such as the Department's Transportation Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, staff considered both the individual and cumulative impacts of the proposed project.

A. COMPATIBILITY WITH ZONING, PLANS AND POLICIES

		N/A	Discussed
1.	Discuss any variances, special authorizations, changes proposed to the City *Planning Code* or Zoning Map, if applicable.	☐	■
2.	Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	☐	■

The project is within an M-2 (Heavy Industrial) District. The *San Francisco Planning Code* (Section 210.6) states that properties within the M-2 District are "the least restricted as to use and are located at the eastern edge of the City, separated from residential and commercial areas." Before June 17, 1999, the proposed project site was controlled by the underlying M-2 zoning. On June 17, the San Francisco Planning Commission initiated a rezoning of the site from M-2 to South End Office District (SEO), and adopted a policy of exercising its power of discretionary review to be used to evaluate project applications until Permanent Controls are approved. The Permanent Controls are currently undergoing environmental review. New permanent zoning controls are anticipated to be adopted by the Planning Commission by the end of the year 2000, although the actual time of adoption cannot be predicted.

The proposed project is within the proposed South End District. Previously, this area was the interim Ballpark Vicinity Special Use District (BV SUD). Under the proposed permanent controls, parcels within the former BV SUD that are zoned SSO, —1, and M-2 (as is the proposed project site), would become part of a new South End Office (SEO) District. In this proposed district, live/work units, retail, office and business service/multi-media would be permitted uses, and commercial parking garages, dwelling units, and restaurants would require conditional use authorization. Nightclubs and hotels would be prohibited. The proposed project would eliminate the existing nightclub use which would be a non-conforming use under the new SEO zoning. If the proposed zoning controls for the SEO District are adopted, the proposed office, retail and live/work would be permitted uses, and the parking garage would be a conditional use. Thus, conditional use authorization is required for a parking garage under SEO zoning district controls. Approval of new office space is required under *Planning Code* section 321, which restricts the amount of new office space that can be constructed on an annual basis.

Under the proposed SEO controls, the maximum floor area ratio (FAR) permitted is 5:1. The proposed project would conform to the proposed SEO zoning district FAR of 5:1. Live/work uses would not count toward the FAR, in contrast to the requirements of the current M-2 zoning. In either the M-2 or proposed SEO zoning, commercial parking, retail and office uses count towards the FAR; whereas, the parking spaces required to serve the retail office and live/work uses do not count toward FAR. This required parking may be increased by fifty percent of the requirement which also does not count towards the FAR. Under the proposed SEO zoning, the proposed project uses (369 conditionally-permitted principal use parking spaces, 288 accessory parking spaces, 55 live/work units, 29,275 square feet of retail space, and 46,775 square feet of offices uses) would meet the FAR requirement. Under the M-2 zoning, however, in order to meet the FAR requirement, the project would have to be 85,000 square feet less with about 85 fewer parking spaces. Therefore, the proposed project depends on the rezoning taking place prior to Planning Commission authorization of the conditional use and approval of the project.

The project site is the 105-F Height and Bulk District. The height and bulk district would not change under the SEO zoning. In the 105-F District (*Planning Code* Section 270(d)), building heights up to 105 feet are permitted, with no limits on bulk under 80 feet in height. Above 80 feet, setbacks are required such that the maximum plan dimension is 110 feet lengthwise and 140 feet diagonally above that level. The portions of the project above 80 feet in height (the office and live/work towers) would conform to these limits. The height of the proposed building would vary between 80 and 110 feet, which at its highest point would be 5 feet above the 105-foot height limit for the site. This increase in height would only be permitted for live/work uses on the upper floor with the SEO District, and it is not permitted in the existing M-2 District.

On August 5, 1999, the Planning Commission imposed interim zoning controls for the City's industrially zoned land, for a period of 15 months or the adoption of permanent zoning controls, whichever occurs earlier. The interim zoning controls create an Industrial Protection Zone (IPZ) and Mixed Use Housing Zones within the City's industrially zoned land. Within the IPZ, new housing uses, including live/work projects, are generally not permitted. Within the Mixed Use Housing Zones, live/work is a principal permitted use. On the IPZ or MUHZ Buffer Zone boundary between these two zones, new live/work projects would be allowable as a Conditional Use. The proposed project is located on a block that has been designated within the proposed Mixed Use Housing Zone where new live/work projects are permitted. Thus, the IPZ as proposed would not affect the proposed project.

Private open space at 36 square feet per unit, or aggregated common open space at 48 square feet per unit, is required for live/work units. Fifteen units would have private open space decks and the balance of the live/work open space requirement would be in a common area on the live/work sixth floor. The required retail open space at one square foot per 250 square feet of occupied retail would be in a ground floor plaza area on Townsend Street in front of the parking and office lobbies. The required one square foot per 90 square feet of occupied office space would be provided on a 6th floor deck set back on Townsend Street and the northwest corner of the building. Garages are exempt from open space requirements.

Under the proposed SEO zoning controls, off-street parking would be required at one space per 750 square feet for offices, one space per 1000 square feet for design professionals' offices and multi-media/business service, one space per 500 square feet for retail from 5,000 to 20,000 square feet, one space per 250 square feet for retail in excess of 20,000 square feet, and pursuant to City Planning Commission policies, one space per dwelling unit, including live/work. *Planning Code* Section 204.5 permits parking spaces to be increased by up to 50 percent over these basic requirements without counting towards the gross floor area restrictions.

The San Francisco *Planning Code*, which incorporates by reference the City's Zoning Maps, implements the *General Plan,* and governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*.

Environmental plans and policies are those, like the Bay Area Air Quality Management District's *1997 Clean Air Plan*, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *San Francisco Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA) or adopting any zoning ordinance or development agreement, the Planning Commission is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion by the Planning Commission approving or disapproving the project will contain the analysis determining whether the project is in conformance with the Priority Policies.

B. ENVIRONMENTAL EFFECTS

1. **Land Use** - Could the project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?	☐	■	■
b. Have any substantial impact upon the existing character of the vicinity?	☐	■	■

Land Use Conflicts

The live/work development proposed for the project site would be similar to uses already established in the project area, including residential units, live/work units, retail businesses, and commercial, office and light industrial operations. Commercial and industrial uses have coexisted with residential uses in the project area for many years. Constructing the 55 live/work units would not introduce residential use to the project area, as existing residential development, including other live/work units, already exist in the project area. Live/work development is not a traditional residential use; it involves commercial as well as residential uses, the *Planning Code* does not require that it meet all residential development standards, and the physical appearance of the development tends to be more industrial/commercial than residential. Lastly, approval of the proposed project would require recordation of a Notice of Special Restrictions (NSR) with the County

Recorder. The NSR specifies the use restrictions on the live/work units to potential buyers, making certain they are aware that they have purchased non-traditional commercial/living units in a non-residential setting.

While complaints may still result due to the proximity of the proposed live/work development to commercial and industrial uses, prospective purchasers of live/work units at the project site would be made aware of the commercial and industrial activities adjacent to or near the site in advance of any decision to purchase or lease a unit. While conflicts between the occupants of the live/work units and adjacent or nearby commercial and industrial businesses may arise, complaints between occupants of different uses on different sites do not inherently constitute or indicate a significant land use conflict. The live/work and commercial uses are currently permitted in the M-2 district and would be permitted uses within the SEO District. As such, all of these uses are entitled to conduct their activities. The residential component of live/work units is non-traditional housing where occupants are aware that they are moving into a commercial or industrial neighborhood and will live in proximity to commercial/industrial activities.

The construction of live/work units in the City has raised concerns about existing and potential heavy commercial, light industrial, and other businesses being displaced by recent live/work developments. The proposed live/work, retail, office and parking project would cause limited direct displacement of commercial and industrial uses on the site because the workers at the existing warehouse would be relocated to another building in San Francisco and the nightclub employees would either be displaced or relocated.

In the past few years, there has been considerable controversy concerning competition and conflicts within the City's industrial zones between live/work and production, distribution and repair (PDR) business sectors. The Planning Commission's interim zoning controls, adopted August 5, 1999, are intended to strike a balance between the need for housing and the need to ensure sufficient land for PDR uses and the jobs they provide, pending further study that is anticipated to lead to consideration of permanent controls addressing this issue. The Commission's action was based on considerable background information and analysis, available in Department File No. 1999.346TZ. Among the data presented to the Commission in this context were estimates of anticipated housing increases and employment losses associated with a range of policy proposals.

Policy questions regarding the appropriate amounts of land needed to support different land uses in the City are related to economic and planning issues and not CEQA environmental issues. The Commission's adoption of interim controls and ultimate consideration of permanent policy and Code amendments are intended, in part, to protect and preserve the City's diminishing supply of industrially-zoned land and building space for PDR businesses. The proposed project is permitted under the IPZ controls adopted in attempting to meet this balance, thus it is generally consistent with the policy on this issue. The proposed live/work project is a small part of larger economic forces that may limit available space for PDR uses, due to the relative inability of PDR uses to compete with market pressures favoring live/work and residential uses. Reduction of PDR/industrial land and space, both past and potential, is of great concern as a policy matter because it relates to potential loss and/or displacement of some types of businesses and jobs and other economic, social, and policy issues. Where there may be competition between two permitted uses in a zoning district, and one use has an economic advantage over another, any potential displacement of one use by another would be a socioeconomic effect resulting primarily from market forces. Only when the emergence of a new use has potential significant physical adverse effects on the environment would it be appropriate to call the effects of that new use an environmental impact in the context of CEQA. Therefore, these issues, because they are socio-economic in nature, are not considered significant impacts on the environment under CEQA and are discussed in this document for informational purposes only. The potential physical environmental impacts of the proposed development (both individual and cumulative) have been analyzed in this Initial Study, and the Planning Department has not found any of those impacts to be significant, except for transportation and air quality, which are potentially significant and will be analyzed in an EIR.

Intensification of Uses/Change in Neighborhood Character

As noted in the project description, the approximately 42,968-square-foot project site is located within the block bounded by Second, Third, King, and Townsend Streets in San Francisco's South of Market neighborhood. This area contains a mix of land uses, including live/work units, apartments, office, retail, warehouse, light industrial, restaurants, self-storage, and surface parking. The One Embarcadero South project (a Redevelopment Agency residential project) is located on Second Street between Townsend and King Streets. Two blocks to the southwest of the project site is the CalTrain depot. The site is about two blocks south of Highway 80 and on-ramps to the Bay Bridge, one block east of San Francisco Bay, one block south of the South Park area, and one block north of China Basin.

The proposed project site is currently occupied by a nightclub, an electrical supply warehouse and store, and a paved surface parking lot. The remainder of the block bounded by Townsend, King, Second, and Third is occupied by restaurant, warehouse, multimedia, office, commercial, and light industrial uses. The block of Townsend Street facing the proposed project contains several buildings with industrial uses on the ground floor (self-storage and automotive repair) and apartments or offices on the upper floors. The new home of the San Francisco Giants baseball team, Pacific Bell Park, is on the opposite site of King Street from the proposed project site.

Several new projects are proposed, under construction, or recently completed near the project site. The proposed 160 King Street Project, a 105-foot-high, nine-story plus mechanical penthouses office building with 156,000 square feet of office, 9,000 square feet of retail and up to 299 parking spaces, is adjacent to the proposed project to the northeast on King Street. The proposed 128 King Street addition would add a fourth floor with 74,000 square feet of restaurant and office space to an existing building at 128 King Street, several hundred yards to the east of the proposed project. The proposed 188 King Street project, adjacent to the project site on the west would be an eight-story,105-foot high, 83,150 square-foot, 46-unit live/work building with 46 private parking spaces located on King Street west of the proposed project. The proposed 200 Townsend Street project would feature about 4,400 square feet of retail, about 7,900 square feet of business service, about 51 live/work units and about 63 private parking spaces. The recently constructed 13-story, 125-foot One Embarcadero Residential Development is on the east corner of Second Street and the Embarcadero. In addition, the Mission Bay North Redevelopment Area between the China Basin Channel, Townsend , Seventh and Third Streets, would provide up to 3,000 dwelling units, about 56,000 square feet of neighborhood-serving retail, approximately 389,000 square feet of entertainment-oriented commercial space, and about 222,000 square feet city-serving retail.

The proposed project would change land uses on the site from surface parking and single-story retail/ wholesale/nightclub buildings to parking garage, office, retail and live-work in a ten-story building. This would increase the intensity of uses, and add residential use, on the project site, which is representative of a wider trend in the South of Market area. The project would not alter the general land use pattern, and would not have a significant effect in an area that is intensively developed and that already supports significant amounts of residential, office, and commercial in surrounding blocks. The parking, office, retail, and live/work uses proposed for the site would be permitted or conditional uses in the existing M-2 District and the proposed SEO District, if adopted, and would be consistent with the existing and planned uses in the vicinity. Because the project would be developed within the existing block and street configuration, it could not divide the physical arrangement of an established community.

In conclusion, the project would not have a substantial adverse effect on land use. For informational purposes, however, land use will be discussed in the EIR.

	Yes	No	Discussed
2. **Visual Quality** - Could the project:			
a. Have a substantial, demonstrable negative aesthetic effect?	☐	■	■
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	☐	■	■
c. Generate obtrusive light or glare substantially impacting other properties?	☐	■	■

The proposed project would result in a visual change at the site, since it would demolish the existing single-story buildings and surface parking lot between King and Townsend Streets and construct a ten-story mixed-use building on the site. Views of the project site from King and Townsend Streets and surrounding areas would be altered by construction of the project. The block in which the proposed project is located is occupied by buildings ranging from two to seven stories, with no open spaces or vacant lots. The proposed 160 King Street Project adjacent to the site on the northeast would be nine stories high. The project would be designed to be compatible with the surrounding buildings in the area.

There are no major public open spaces in the vicinity, although the proposed project would be visible from Willie Mays Plaza, located adjacent to the approximately 135-foot high Pacific Bell Park at the corner of Third and King Streets. The proposed project would be higher than most existing nearby buildings, and may block private views from offices or residences on King or Townsend Streets. However, when the project is constructed, other proposed projects such as the 105-foot 160 King Street and 188 King Street buildings flanking the project and the 125-foot One Embarcadero Building, would be almost as high or higher than the project. Moreover, light standards at the Pacific Bell Park rise to 175 feet. The project would not obstruct any scenic views currently enjoyed from public open spaces, and would not substantially alter the overall urban visual character of views from other locations.

Given the fact that the project would be within an urbanized landscape that includes other multi-story buildings and a variety of uses, it cannot be concluded that the project would result in a substantial or demonstrable negative aesthetic effect, or that it would substantially degrade the existing visual character of the site and its surroundings. Decision makers who will consider whether to approve or disapprove the proposed project, will review the proposed design further, and may nonetheless request changes in height, massing, materials, or other design elements. For informational purposes and to assist in the understanding of the project, the EIR will discuss visual quality and urban design and will provide several photomontages of the proposed buildings in the context of surrounding structures.

The project would comply with Planning Commission Resolution No. 9212 that prohibits the use of mirrored or reflective glass. The project sponsor would also not include exterior lighting in excess of amounts common and accepted in urban areas. The project would not, therefore, generate obtrusive light or glare substantially impacting other properties; hence, light and glare will not be discussed in the EIR.

	Yes	No	Discussed
3. **Population** - Could the project:			
a. Induce substantial growth or concentration of population?	☐	■	■
b. Displace a large number of people (involving either housing or employment)?	☐	■	■
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	☐	■	■

The project would replace an electrical supply warehouse/showroom, nightclub, and surface parking lot with a building containing 55 live/work units, 657 parking spaces, approximately 29,275 square feet of retail space, and approximately 46,775 square feet of office space. The proposed parking facility would create an estimated 5 to 6 jobs for attendants, security and janitorial personnel. The proposed 29,275 square feet of retail space, at one job per 350 square feet, would accommodate approximately 84 retail jobs. The proposed 46,775 square feet of office space, at one job per 276 square feet in downtown areas, would accommodate approximately 170 jobs. The combined new parking, office, and retail jobs would total approximately 260 for the proposed project. The addition of 55 live/work units to the site would increase the full time population of the area by approximately 116 persons. This figure is based on the "persons per household unit" number of 2.11 the South of Market Planning District and Census Tract 179.1 (location of the proposed project) listed in the San Francisco Planning Department October 1991 San Francisco Atlas. The live/work units and office/retail/parking space would increase the daily population on the project site by about 310 to 315 people (accounting for the loss of the existing on-site employment of approximately 60 people discussed below). Increased employment on the project site may be noticeable to those most familiar with the area, particularly in the context of cumulative growth, which will bring new residents, employees, and visitors to the project area in the near future. This growth would not exceed forecasted amounts and would not be considered significant in the urban context of San Francisco.

The project would add about 55 live/work units to the project site and would not displace any existing housing.

The project would displace approximately 10 to 15 existing jobs at the electrical warehouse and approximately 50 part-time jobs at the nightclub. The electrical warehouse and its 10 to 15 jobs would be relocated to another building in San Francisco. The nightclub and its approximately 50 jobs would either be displaced or relocated to another location. This job displacement would be substantially less than the approximately 260 jobs created by the project, and would not be considered a significant employment effect in the large and dynamic economy of San Francisco.

The proposed project would generate more jobs and associated worker households than the number of households that could be accommodated by the project's live/work units. San Francisco consistently ranks as one of the most expensive housing markets in the United States. San Francisco is the central city in an attractive region known for its agreeable climate, open space, and recreational opportunities, cultural amenities, strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support strong housing demand in the City. New housing to relive the market pressure created by the strong demand is particularly difficult to provide in San Francisco because the amount and availability is limited, and because land and development costs are high.

The proposed project would not create a substantial demand for new housing. Using the City's proposed updated Jobs-Housing Linkage Program methodology, the project's estimated office, retail and parking garage employment of 260, minus existing employment of approximately 60, would create a housing demand equivalent to about 69 new households.[1] Subtracting the 55 project-created live/work units results in a net demand of 14 households. These households would represent less than one-tenth of one percent of total new households forecast between 1995 and 2015 (32,320 households).

Unmet housing demand from a single development project, in and of itself, is not a physical environmental effect under CEQA. Nonetheless, under current requirements of Section 313 of the *San Francisco Planning Code*, because the project would contain more than 25,000 square feet of office space, the project sponsor would be required to contribute to affordable housing production in San Francisco, either by directly constructing housing or by paying an in-lieu fee. Complying with OAHPP is the manner in which San Francisco typically addresses housing demand effects from individual office development projects.

Based on the above analysis no significant physical environmental effects on housing demand or population would occur, and these issues require no further analysis in the EIR. Other physical effects of this increase in population on site will be addressed in the EIR by topic, primarily in the area of transportation.

NOTES - Population

1. Total project employment at buildout minus existing employment capacity on the site. The methodology of the Office Affordable Housing Production Program Ordinance (City and County of San Francisco *Planning Code*, Section 313) applies only to office development. To more accurately estimate housing demand for today's socioeconomic conditions, the proposed updated assumptions include 55 percent of new employees will live in the City in households with an average of 1.6 workers per household (City and County of San Francisco Planning Department and the San Francisco Redevelopment Agency *Mission Bay Subsequent EIR*, SCH No. 97092068, September 1998, Volume IV, Appendix C, p.C.8, Table C.8, Jobs/Housing Analysis for the proposed project).

	Yes	No	Discussed
4. **Transportation/Circulation** - Could the project:			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	To be Determined		
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	To be Determined		
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	To be Determined		
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	To be Determined		

Increased residents and employment on the project site would result in increased demands on the local transportation system, including increased traffic, transit demand and parking demand. There would be 657 parking spaces provided in the proposed project, replacing approximately 17 spaces in the existing surface lot. The EIR will discuss project effects related to traffic and circulation, including intersection operations, transit demand, game-day operations at the Pacific Bell Ballpark (and the potential for queuing on Townsend Street), and impacts on pedestrian circulation, parking, bicycles, and freight loading as well as potential traffic impacts during construction.

	Yes	No	Discussed
5. **Noise** - Could the project:			
a. Increase substantially the ambient noise levels for adjoining areas?	☐	■	■
b. Violate Title 24 Noise Insulation Standards, if applicable?	☐	■	■
c. Be substantially impacted by existing noise levels?	☐	■	☐

Project Construction

Construction of the proposed project would occur over a period of about 14 months. Foundations would consist of footings bearing on bedrock and drilled, cast-in-place concrete piers; no piles would be used. During construction of the proposed project, the temporary and intermittent noise from other construction equipment and activities would be noticeable and could be an annoyance to the occupants of nearby properties.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 DBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period.

In conclusion, the increase in noise in the project area from construction of the proposed project would not be considered a significant impact because the construction noise would be temporary and intermittent, and the City would require compliance with the *Noise Ordinance*. Therefore, the EIR will not discuss noise from project construction.

Project Operation

Noise generated by occupants of the live/work units would not be considered a significant impact of the proposed project because noise generated by such development is common and generally accepted in urban areas. In addition, Title 24 of the *California Code of Regulations* establishes uniform noise insulation standards for residential projects (including hotels, motels and live/work). The Department of Building Inspection would review the final building plans for the proposed project to ensure that the building wall and floor/ceiling assemblies meet these State standards regarding sound transmission.

Noise from commercial operations is also regulated by the *Noise Ordinance*. Section 2909 of the *Noise Ordinance* limits noise from fixed sources, such as any fixed machinery or equipment or similar mechanical devices. Section 2915 of the *Noise Ordinance* prohibits general noise considered "unnecessary, excessive, or offensive" and which "causes discomfort or annoyance" of "any reasonable person of normal sensitivity residing or working in the area."

The noise from traffic generated by occupancy of the proposed live/work units, parking, office, and retail uses would be limited to vehicles arriving at and departing from the parking garage and loading zones. Such noise would be virtually unnoticed within the urban context of the project area. Based on published scientific acoustic studies, to produce an increase in ambient noise levels noticeable to most people in the project area, the traffic volumes in the area would need to double, which would not occur with implementation of the proposed project.

The majority of live/work units in the project would be directly across King Street from the Pacific Bell Baseball Park. The normal season would consist of approximately 80 home games. Up to 13 weekday games (customarily beginning at 12:35 p.m.) and about 67 night and weekend games (beginning at 7:35

p.m. and 1:05 p.m., respectively) would be scheduled by Major League Baseball. In addition, there may be up to five times a year where special events may be held that would utilize the full capacity of the stadium, and there may also be a temporary enclosed 5,000 to 15,000-seat amphitheater for up to 40 events.[1] Although the ballpark was designed to contain noise away from the project site, the upper floors of the live/work units could experience a noise increase about 3 dBA during peak moments.[2] For short periods, the projected maximum crowd noise level from cheers and applause could be substantially higher (3 to 11 dBA) than the existing ambient noise levels outside the live/work upper floor units. Music from open-air concerts at the ballpark could be in the range of 6 to 14 dBA louder than ambient levels outside the upper floor units. There would also be noise generated by the people entering and leaving the park as well as from vehicles, particularly those using the project parking garage. These noise levels would be within normal limits. The project sponsor proposes to design the live/work units to exceed the *San Francisco Building Code* standards for noise transmission in live/work units (STC 50 [Sound Transmission Class 50] standards in Section 1208 of the Code Appendix).[3]

In conclusion, the increase in noise in the project area from construction and occupancy of the proposed project would not be considered a significant impact because the noise is common and generally accepted in urban areas, the City would require compliance with the *Noise Ordinance*, and the traffic generated by the project would not cause a significant increase in ambient noise levels. Therefore, the EIR will not discuss noise from project operation.

NOTES - Noise

1. *San Francisco Baseball Park EIR,* certified April 10, 1997. Case # 96.176 E, page II.21.

2. Ibid. page I.40

3. Letter from Geoffrey Palermo, King/Townsend Community Parking LLC, project sponsor, letter to Planning Department, May 1, 2000 in Project File No. 99.795E at the Planning Department, 1660 Mission Street San Francisco.

		Yes	No	Discussed
6.	Air Quality/Climate - Could the project:			
a.	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	To be Determined		
b.	Expose sensitive receptors to substantial pollutant concentrations?	To be Determined		
c.	Permeate its vicinity with objectionable odors?	☐	■	☐
d.	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	☐	■	■

Air Quality

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network which measures the ambient concentrations of six air pollutants (the "criteria pollutants"): ozone(0_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2) and sulfur dioxide (SO_2). The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas."

Because of the differences between the national and state standards, the designation of non-attainment areas is different under the federal and state legislation. On the basis of the monitoring data, the Bay Area, had been designated a "non-attainment" area with respect to the Federal O_3 and CO standards. In 1995, the Bay Area was re-designated by the U.S. Environmental Protection Agency as a "maintenance area" for ozone, and in 1997, the Bay Area was re-designated to "maintenance area" for CO. However, in June of 1998, the U.S. Environmental Protection Agency, based on data from 1995-1997, reclassified the Bay Area again as non-attainment area for ozone, essentially reversing the 1995 action. The air basin is an attainment area or is unclassified for all other national ambient air quality standards. In addition, San Francisco has experienced violations of the state PM_{10} standards.

A four-year (1994 to 1997) summary of data collected at the BAAQMD monitoring station at 10 Arkansas Street (about a mile southwest of the project site) indicated that there were no violations of either the one-hour or eight-hour CO standards, or the standards for ozone, nitrogen dioxide, sulfur dioxide or lead. The state PM_{10} standard was exceeded on 0 to 6 days each year during the four year period of 1994-1997.

Comparison of these data with those from other BAAQMD monitoring sites indicates that San Francisco's air quality is among the least degraded of all urbanized portions of the Bay Area. Three of the prevailing winds, west, northwest, and west-northwest, which blow off the Pacific Ocean, reduce the potential for San Francisco to receive air pollutants from elsewhere in the region, and these winds also disperse air pollutants arising in San Francisco to other parts of the Bay Area.

Data from air quality monitoring in San Francisco show that there have been violations of the state (but not federal) fine particulate standards. Prior to 1989, occasional violations of the state and federal 8-hour standard for carbon monoxide were also recorded annually. CO is a non-reactive air pollutant, the major source of which is motor vehicles. CO concentrations are generally highest during periods of peak traffic congestion. Particulate levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of particulates in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.[1]

San Francisco, like all other sub-regions in the Bay Area, contributes to regional air quality problems, primarily O_3, in other parts of the Bay Area. Ozone is not emitted directly from air pollutant sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur. Ozone standards are violated most often in the Santa Clara, Livermore and Diablo Valleys, because local topography and meteorological conditions favor the build-up of ozone precursors there.

In 1995, emissions from motor vehicles were the source of 70 percent of the CO, 41 percent of the HCs, 72 percent of the PM_{10}, 89 percent of the sulfur oxides and 53 percent of the NO_x emitted in San Francisco.[2]

Under the California Clean Air Act, the entire San Francisco Bay Air Basin is a non-attainment area for ozone and PM_{10}. The air basin is either attainment or unclassified for other pollutants.

The Bay Area has both a federal and state air quality plan. Both plans propose the imposition of controls on stationary sources (factories, power plants, industrial sources, etc.) and Transportation Control Measures designed to reduce emissions from automobiles.

Air quality impacts from a project, such as the subject mixed-use project, result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

Construction Emissions

Construction activities such as demolition, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would temporarily affect local air quality. Construction activities would not involve burning of any materials and would not create objectionable odors. Grading and other construction activities would temporarily affect local air quality for a period of months, causing a temporary increase in particulate dust and other pollutants. Dust emission during excavation would increase particulate concentrations near the site. Under high winds, exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed largely of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment. Consistent with BAAQMD CEQA Guidelines, construction-period air emissions are considered less than significant if effective control measures are implemented. The project sponsor has agreed to implement Mitigation Measure Number 1, page 39.

Operations Emissions

Project operation would affect local air quality by increasing the number of vehicles on project-impacted roads and at the project site, and by introducing stationary emissions to the project site. Transportation sources would account for over 90 percent of operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less-than-significant.

The project would change traffic on the local street network, changing carbon monoxide levels along roadways used by project traffic. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Project traffic would also have an effect on air quality outside the project vicinity. Trips to and from the project would result in air pollutant emissions over the entire Bay Area. The EIR will discuss project traffic effects related to air quality.

Shadow

The proposed 175-179 Townsend Street/170 King Street Project would replace two connected single-story buildings and a surface parking lot with a ten-story building. This would increase the amount of shadow on area streets and sidewalks at certain times of the day and year. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year around. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by the Planning Department, which concluded that project-generated shadow would not reach any Proposition K protected properties (a copy of this report is available for review in Project File No. 99.795E at the Planning Department, 1660 Mission Street, San Francisco). The project, however, would at times shade portions of King and Townsend Streets, as well as the sidewalks adjacent to the project building along these streets. The new shadows created by the project would not exceed levels commonly expected in urban areas, and would not be considered significant. Hence, the EIR will not discuss shadow.

Wind

Wind conditions partly determine pedestrian comfort on sidewalks and in other public areas. In downtown areas, tall buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. According to Don Ballanti, Certified Consulting Meteorologist, the proposed project building would not cause wind levels to exceed the *Planning Code*-established comfort criteria because of the building's exposure, massing and orientation of the proposed design.[3] On the Townsend Street frontage of the project, only the narrow face of the office tower would intercept winds from the northwest. The remainder of the Townsend Street facade above the first floor is a garage, open to airflow. Westerly and southwesterly winds would approach the southwest facade of the structure. This facade is relatively discontinuous. The office tower would be oriented across these wind directions, while the residential tower would have its long axis along these wind directions. Wind accelerations can be expected to occur near the base of the office tower, but this area is parking lot and not pedestrian space. Any wind accelerations generated by the residential tower would be elevated above street level by the adjacent structures. The proposed project would not contribute to cumulative wind impacts involving the nearby development proposals at 128 King Street and 160 King Street due to its location, massing and orientation. In summary, the proposed project does not have the potential to cause significant changes to the wind environment in pedestrian areas adjacent or near the site. Therefore, this topic will not be discussed in the EIR.

Notes - Air Quality

1. Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996.

2. Ibid.

3. Don Ballanti, Certified Consulting Meteorologist, letter to During Associates, 31 January 2000. This letter is available for review in Project File No. 99.795E at the Planning Department, 1660 Mission Street, San Francisco.

7. **Utilities/Public Services** - Could the project:

	Yes	No	Discussed
a. Breach published national, state or local standards relating to solid waste or litter control?	☐	■	☐
b. Extend a sewer trunk line with capacity to serve new development?	☐	■	☐
c. Substantially increase demand for schools, recreation or other public facilities?	☐	■	☐
d. Require major expansion of power, water, or communications facilities?	☐	■	■

The proposed project would increase demand for and use of public services and utilities on the site and increase water and energy consumption, but not in excess of amounts expected and provided for in the project area, and would not be expected to have any measurable impact on public services or utilities. The new building would be designed to incorporate water-conserving measures, such as installing low-flush toilets and urinals, as required by California State Building Code Section 402.0(c). The project would be undertaken in a fully built-out area of downtown San Francisco, where all utilities and services are currently provided for; no need for any expansion of public utilities or public service facilities is anticipated. Therefore, effects would not be significant, and this topic requires no further analysis and will not be discussed in the EIR.

8. **Biology** - Could the project:

	Yes	No	Discussed
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	☐	■	■
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	☐	■	☐
c. Require removal of substantial numbers of mature, scenic trees?	☐	■	☐

The project site is covered with impervious surfaces and is located within an urban area that has been developed since the late nineteenth century. Development of the site would not affect, or substantially diminish, plant or animal habitats. The project would not interfere with any resident or migratory species. Therefore, no further analysis is required and this topic will not be included in the EIR.

	Yes	No	Discussed
9. **Geology/Topography** - Could the project:			
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	☐	■	■
b. Change substantially the topography or any unique geologic or physical features of the site?	☐	■	☐

The *San Francisco General Plan Community Safety Element* contains maps that show areas in the City subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward faults and other faults in the San Francisco Bay Area (See Maps 2 and 3 in the Community Safety Element). The project site is not in an Alquist-Priolo Special Studies Zone, and no active fault exists on or near the site. The closest active faults are the San Andreas Fault, approximately eight miles southwest of the project site, and the Hayward Fault, about 16 miles northeast of the project site. As is the entire San Francisco Bay Area, the proposed project site is subject to groundshaking in the event of an earthquake on these faults, although surface rupture is not likely.

Map 4 of the Community Safety Element shows areas with potential for liquefaction (temporary loss of strength of cohesionless soil during cyclic loadings such as earthquakes). The project site is underlain by bedrock at shallow depths, and the fill above the bedrock encountered in soil borings made at adjacent sites appears to be thick and not subject to liquefaction, according to a geotechnical investigation for the project site prepared by a California-licensed geotechnical engineer.[1] Therefore, the potential for liquefaction is judged to be very low.

The project site is not in an area subject to landslide, seiche, or tsunami run-up, or reservoir inundation hazards (Maps 5, 6, and 7 in the Community Safety Element).[2]

The elevation of the project site is approximately 18 feet above Mean Sea Level (MSL). The site is approximately flat along its frontage with both Townsend and King Streets. The site has an approximately 42 inch downward slope from Townsend Street to King Street, a gradient of 1.27 percent.

A Phase I Environmental Site Assessment for the project site was completed in 1999 by SECOR International, Inc.[3] The Environmental Site Assessment noted that the site is underlain by fill material consisting primarily of clayey gravel to a depth of at least 15.5 feet below the ground surface. A subsurface investigation in February 2000 concluded that the majority of fill underlying the site consisted of dense, highly weathered rock fragments in a sandy to clayey matrix, but also contained lesser and variable amounts of man-made debris including concrete and brick.[4] A preliminary geotechnical investigation for 160 King

Street, adjacent to the project site to the northeast, found shale bedrock at a depth of 50 feet.[5] The depth of bedrock along King Street ranges from about 40 to 100 feet below the surface.[6]

The proposed project would construct a new building between Townsend and King Streets and would excavate up to a depth of ten feet to construct the foundation. The geotechnical investigation for the proposed project recommended a foundation consisting of footings bearing on bedrock on the Townsend Street side where bedrock is shallow, and drilled piers on the King Street side of the proposed project.[7] Drilled piers are cast-in-place concrete columns with steel reinforcing. The geotechnical investigation did not recommend use of piles in the foundation. Depending on final project design, it is possible that the entire ground floor would be founded at the King Street elevation (minus four feet from the Townsend Street elevation). In this case, approximately 2,500 cubic yards of material would be excavated. The project sponsor would implement the geotechnical investigation recommendations for underpinning and temporary shoring to protect adjacent buildings.

The project site is also located in an area of liquefaction potential, in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazards(s). As noted above, the geotechnical investigation for the project site indicated that the potential for liquefaction is judged to be very low.

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. No further analysis of geology and seismicity is required in the EIR.

NOTES - Geology/Topography

1. Treadwell & Rollo, Geotechnical Investigation, 177 Townsend Street, San Francisco, California, 15 February 2000. This report is available for public review in Project File No. 99.795E at the Planning Department, 1660 Mission Street, San Francisco, CA.

2. City and County of San Francisco, *Community Safety Element, San Francisco General Plan,* April 1997.

3. Phase I Environmental Site Assessment, 177 Through 179 Townsend Street, San Francisco, California, Prepared for Chelsea Development Company, LLC, Prepared by SECOR International Incorporated, April 9, 1999. This report is available for public review in Project File No. 99.795E at the Planning Department, 1660 Mission Street, San Francisco, CA.

4. Treadwell & Rollo, Geotechnical Investigation, op. cit.

5. Environmental Science Associates, Draft Environmental Impact Report, 160 King Street, Case No. 99.027E, 28 August 1999.

6. Geotechnical investigation for Pacific Bell Park, cited in: Environmental Science Associates, Draft Environmental Impact Report, 160 King Street, Case No. 99.027E, 28 August 1999.

7. Treadwell & Rollo, Geotechnical Investigation, op.cit.

		Yes	No	Discussed
10.	**Water** - Could the project:			
a.	Substantially degrade water quality, or contaminate a public water supply?	☐	■	■
b.	Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	☐	■	■
c.	Cause substantial flooding, erosion or siltation?	☐	■	☐

The entire project site is covered by impervious surfaces consisting of buildings and the paving of the existing parking lot. The project would demolish the existing buildings and parking lot and construct a parking garage/office/retail/live-work building between Townsend and King Streets. These site changes would not increase the area of impervious surface on the site and would not therefore increase surface runoff. The general drainage pattern of the site would also not be altered, and site runoff would drain into the City's combined sanitary and storm drain sewer system which operates under National Pollutant Discharge Elimination System (NPDES) permits. Therefore, neither groundwater resources nor runoff and drainage would be adversely affected, nor would the project result in flooding, erosion, or siltation.

Groundwater flow in the region is generally away from the higher portions of the San Francisco Peninsula towards San Francisco Bay. In the vicinity of the project site, groundwater is expected to flow to the southeast. In a 1953 investigation for the existing building, groundwater was encountered at the site at a depth of approximately nine to ten feet below the ground surface.[1] Subsurface explorations at 160 King Street, adjacent to the project site on the northeast, found groundwater 13 feet below the surface in 1998 and approximately 23 feet below the surface in 1999.[2] Groundwater has been encountered at depths ranging from approximately 8 to 16 feet at nearby sites.

Surface water flow generally follows the ground surface contours in the southeast direction. No water reservoirs, ponds, or other surface water bodies were reported or observed at the project site in the 1999 Phase I Environmental Site Assessment.[3]

Dewatering of the project site may be required during excavation. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require groundwater analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

The site is within the Eastside Reclaimed Water Use Area designated by Section 1209 of the Reclaimed Water Use Ordinance (approved November 7, 1991), which added Article 22 to Part II, Chapter X of the San Francisco Municipal Code (Public Works Code). Effective 180 days from the date of this ordinance, non-residential projects over 40,000 sq. ft. which require a site permit, building permit, or other authorization, and are located within this area shall provide for the construction and operation of a reclaimed water system for the transmission of reclaimed water within buildings and structures. That is, the building would need to be designed with separate plumbing to service uses that could employ reclaimed water (e.g. toilets). The ordinance also requires that owners, operators, or managers of all such development projects register their project with the Water Department. The Water Department will then issue a certificate of intention to use reclaimed water, and reclaimed water shall be used unless the Water Department issues a certificate exempting compliance because reclaimed water is not available, an alternative water supply is to be used, or the sponsor has shown that the use of reclaimed water is not appropriate. The appropriate use of reclaimed water, when it becomes available, would reduce potable water consumption in the area.

In conclusion, the project would not result in a significant effect related to water, and no further analysis of water resources is required in the EIR.

NOTES - Water

1. Treadwell & Rollo, Geotechnical Investigation, 177 Townsend Street, op. cit.

2. Environmental Science Associates, Draft Environmental Impact Report, 160 King Street, Case No. 99.027E, 28 August 1999.

3. SECOR International Incorporated, April 9, 1999.

	Yes	No	Discussed
11. **Energy/Natural Resources** - Could the project:			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	■	■
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	☐	■	☐

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of Building Inspection; and thus, no further analysis of energy is required in the EIR.

12. **Hazards** - Could the project:

	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	☐	■	■
b. Interfere with emergency response plans or emergency evacuation plans?	☐	■	■
c. Create a potentially substantial fire hazard?	☐	■	■

The City has adopted an ordinance (Ordinance 253-86, signed by the Mayor on June 27, 1986) which requires analyzing soil for hazardous wastes within specified areas and on sites specifically designated by the Director of Public Works when over 50 cubic yards of soil is to be disturbed. The ordinance specifically includes sites, such as the project site, which are bayward of the high tide line (as shown on maps available from the Department of Public Works (DPW)).

Where hazardous wastes are found in excess of state or federal standards, the sponsor would be required to submit a site mitigation plan (SMP) to the appropriate state or federal agency(ies), and to implement an approved SMP prior to issuance of any building permit. Where toxics are found for which no standards are established, the sponsor would request a determination from state and federal agencies as to whether an SMP is needed.

A Phase I Environmental Site Assessment (ESA) was prepared for the project site in 1999, a Limited Subsurface Investigation Report was prepared in 1992, and a Geotechnical Investigation was prepared in 2000. All are discussed below.

SECOR International Incorporated prepared a Phase I ESA for the project site in April 1999 (a copy of this report is available for review in Project File No. 99.795E at the Planning Department, 1660 Mission Street, San Francisco). The report described the land use history of the project site and area that may have involved handling, storage, or disposal of hazardous substances that could have affected the quality of soils or groundwater, and evaluated the potential presence of chemically-affected soil on the project site.

Historical research in the ESA indicates that the site was used as a gas holding and processing plant (Pacific Gas and Improvement Company) as early as 1899. A gas holding tank from this use was apparently left in place, possibly as late as 1906. The site has also been used by a newspaper company, several auto/truck repair businesses, a carpenter's shop, an agricultural implement warehouse, and a sheet metal works. Portions of the exiting buildings were constructed on the property as early as 1970. The site was used by a beer distributor (Bracco) as late as 1991, and has been occupied by the current uses (Safeco Electric

Supply warehouse/showroom and a bar/dance club) since approximately 1992. One 10,000-gallon underground storage tank (UST) was removed in 1987 from the paved parking lot portion of the site near Townsend Street. The San Francisco Department of Public Health (SFDPH) issued a certificate of Completion dated August 19, 1987 requiring no further action at the site.

A Limited Subsurface Investigation Report for the proposed project site was prepared by Science & Engineering Analysis Corporation on July 15, 1992, and a Geotechnical Investigation was prepared by Treadwell & Rollo on February 15, 2000. (Copies of these reports are available for review in Project File No. 99.795E at the Planning Department, 1660 Mission Street, San Francisco.) The reports described the land use history of the project site, and soil and water sampling at the site with the objective of evaluating the site for the presence of significant soil and/or groundwater contamination resulting from then-current and/or past land use practices.

As did the Phase I ESA, the Limited Subsurface Investigation Report discussed the previous land uses and the 10,000-gallon UST that was removed and soil sampling done at that time. The Limited Subsurface Investigation Report then discussed the soil borings done at the site. Three borings were advanced until bedrock refusal was met, at between six and 15.5 feet below ground surface. Soil samples were taken from each boring, and a water sample was taken from the one boring in which water was encountered. The three soil samples were analyzed for total petroleum hydrocarbons as gasoline (TPHg); benzene, toluene, ethylbenzene, and xylenes (BTEX); polynuclear aromatic compounds (PNAs); and lead. The one water sample was analyzed for volatile organic compounds and PNAs.

The majority of the fill underlying the site appeared to consist of dense, highly weathered rock fragments in a sandy to clayey matrix, with lesser and variable amounts of man-made debris including concrete and brick. Soil samples from depths of 5 to 6 feet at the boring location near the former UST exhibited moderate fuel hydrocarbon odors, but no other obvious evidence of contamination was observed in the soil samples or the water sample.

In the soil samples, TPHg was detected at a concentration of 500 parts per million (ppm) in the sample from the boring nearest the former UST. The laboratory reported that the hydrocarbon constituents present in the soil sample were predominantly those typically characteristic of diesel fuel, lubricating oils, or highly weathered gasoline. Total xylenes were also reported in this sample at 670 parts per billion (ppb). Soil samples taken after the UST was removed were reported to contain low to non-detectable concentrations of hydrocarbons. The San Francisco Department of Public Health issued a Certificate of Completion for the UST, dated August 19, 1987, requiring no further action at the site.

Benzene, toluene, and ethylbenzene were not detected above the reporting limit in the sample taken near the former UST. TPHg and BTEX were not detected above the reporting limit in the other two soil samples, and PNAs were not detected above the reporting limit in any of the three soil samples.

Total lead was detected in each of the three soil samples at concentrations ranging from 8.9 to 26 parts per million. These were judged to be consistent with lead concentrations expected to occur in natural soils and do not indicate that lead contaminated fill was placed on the site.

In the water sample, PNAs were not detected above the reporting limit. BTEX were detected at concentrations of 1.1, 2.5, 0.5, and 2.3 ppb, respectively. These are at or below State of California Maximum Contaminant Levels (MCLs) for drinking water. No other volatile organic analytes were detected above the reporting limit in the groundwater sample.

At the time the Limited Subsurface Investigation Report was written in 1992, it concluded that soil and groundwater quality at the site had not been severely degraded, and the contamination from the former UST appeared to be minor.

The Phase I ESA and Limited Subsurface Investigation Report did not identify any issues with aboveground storage tanks, hazardous waste, or underground storage tanks (except for the 10,000-gallon tank removed in 1987, discussed above). Several other issues of concern, including those associated with past site uses and those identified in the Phase I ESA, are discussed below.

Asbestos

The Phase I ESA suggested that asbestos-containing materials (ACMs) likely were used in the construction of the existing buildings on the site, including drywall and joint compound, sprayed-on fire-proofing on beams, vinyl floor tile and sheet vinyl flooring, roofing materials, and other possible ACMs. These and other suspected ACMs should be tested and, if necessary, removed in accordance with Bay Area Air Quality Management District (BAAQMD), California Occupational Safety and Health Administration (CAL-OSHA), and California Department of Health Services (DHS) requirements. Prior to conducting any demolition or construction activities that would disturb friable ACMs (including potentially friable ACBM and non-friable ACBM that could be rendered friable by the proposed activities), the ACMs should be abated.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or asbestos abatement work. The notification must include the names and addresses of the operations and the names and addresses of persons responsible; location and description of the structure to be demolished/altered, including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or asbestos abatement work; nature of the planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation about which a complaint has been received. Any ACBM disturbance at the project site would be subject to the requirements of District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing.

The local office of the State Occupational Safety and Health Administration must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California Law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of non-significance. Therefore, no further mitigation is required.

Lead-Based Paint

The Phase I ESA did not include testing for lead-based paint, but based on the construction date of the buildings (prior to 1970), it can be anticipated that lead-based paints were used. If lead-based paint is on the existing buildings to be demolished, the demolition of buildings containing lead-based paint must be conducted in compliance with Chapter 36 of the *San Francisco Building Code,* (Work Practices for Exterior Lead-Based Paint). Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The Ordinance contains performance standards, including establishment of containment barriers at least as effective at protecting human health and the environment as those in the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards* promulgated by the U.S. Department of Housing and Urban Development, and identifies prohibited practices in disturbance or removal of lead-based paint. Any person performing work subject to the Ordinance shall make all reasonable efforts to prevent migration of lead-based paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The Ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. There are other notice requirements in addition to those listed above. The Ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the Ordinance.

These regulations and procedures, already established as part of the building permit review process, would ensure that potential impacts of the proposed project due to the presence of lead-based paint would be reduced to a level of insignificance. Therefore, no further mitigation is required.

Soil and Groundwater

The Phase I ESA noted that past uses as a gas holding plant and lead works operations on and adjacent to the property may have impacted soils with residual PNAs (polynuclear aromatic compounds), lead, and other contaminants. In addition, the project site is underlain by fill. Elevated metals and petroleum hydrocarbon concentrations are commonly found in fill areas of San Francisco. The sources of these compounds typically result from past regional industrial activities and the 1906 earthquake and fire debris. The presence of fill with elevated metals and petroleum hydrocarbons does not necessarily prompt a response from regulatory agencies because of the regional nature of the problem.

Other Potential Hazardous Materials

Other potential hazardous materials such as oils and PCB-containing equipment could pose health threats for demolition workers but would be mitigated by standard building surveys and abatement measures (see Mitigation Measure 2, page 39).

Emergency Response

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. The final building plans for any new or modified office building project is reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection) in order to ensure conformance with these provisions. The proposed project would conform to these standards, which would include sprinkler systems throughout the building. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process.

Occupants of the proposed building would contribute to congestion if an emergency evacuation of the South Beach area were required. Section 12.202(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Additionally, project construction would have to conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise buildings.

Potential health and safety issues related to building contamination, soil contamination, future use of hazardous materials on site, and emergency procedures and remediation would be reduced to less-than-significant levels, with implementation of the mitigation measures included in the project development. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

13. **Cultural** - Could the project:	Yes	No	Discussed
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	☐	■	■
b. Conflict with established recreational, educational, religious or scientific uses of the area?	☐	■	■
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City *Planning Code*?	☐	■	■

A cultural resources evaluation of the project site was completed by an independent consultant and is summarized here.[1] In its natural state, the project site was situated on the southwestern slope of a steep, brush-covered hill, sometimes referred to as Malakoff Hill, which reached slightly more than 100 feet above sea level. The vegetation at the site was probably similar to that of most of the northern San Francisco peninsula -- mainly grasses, scrub brush, and occasional stands of oak trees or willows. Elevations of the site ranged between a few feet above sea level on the south and the 40 to 60 foot contour lines on the north. The original shoreline of San Francisco Bay was located directly adjacent to the project site, near the line of present-day King Street along the southern boundary of the site.

The project site is situated in what was, prior to the arrival of the first Europeans, the northwestern portion of the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. Several deeply buried, previously unrecorded prehistoric sites have been recently discovered in the South of Market area, some of them near the project site. These deeply buried sites remained intact despite the topographical alteration that has taken place since the 1850s. An assessment of the characteristics of these archaeological sites and their proximity to the shoreline of Yerba Buena Cove and the marshes bordering Mission Bay suggests that similar prehistoric/protohistoric (up to 1775 A.D.) archaeological deposits may exist within or adjacent to the proposed project site.

Archival data indicate that there is little likelihood of encountering potentially significant cultural deposits associated the Spanish, Mexican or Early American periods. Between the appearance of the first Spanish ship to sail through the Golden Gate in 1775 and the discovery of gold in 1848, population and maritime traffic in the San Francisco Bay area were extremely limited. The Mission Dolores and the Presidio, the principal centers of activity, were located at a considerable distance from the site. There is no evidence that any of the early historic period activities at Yerba Buena, or in the vicinity of Rincon Point, had any impact whatever on the present project site or its immediate surroundings.

The first settlement and development of the South of Market area in which the project site is located began during the Gold Rush era (1849 -1857). After serving as a jumping-off point for prospectors waiting to travel to the Sierra gold fields, the area was initially developed with dozens of iron foundries and heavy machinery manufacturers. However, the project site appears to have remained completely undeveloped and unoccupied throughout the early 1850s.

The buried hulk of the Lydia, an 1840s whaler, was unexpectedly discovered in 1978 near the intersection of King Street and the Embarcadero. Nevertheless, the prospects of encountering the remains of a buried ship within the borders of the project site are minimal. The entire project site was situated above (although directly adjacent to) the original shoreline of San Francisco Bay. Accordingly, it is extremely unlikely that the hulk of an old ship would have found its way onto the site.

By the mid-1850s, seven structures, probably simple frame residences, were built within the block confined by Townsend, King, Second, and Third Streets. Two of them were probably on the project site.

During the later 19th Century Period (1858-1906), the topography in the South of Market area was drastically altered, with all of the region's great sand hills systematically reduced over a period of about 20 years. The material excavated from the hillsides was used to fill in the waters of Yerba Buena Cove and Mission Bay, extending the City's shoreline eastward by up to 1,000 feet.

Systematic topographic change in and around the project site began in the mid-1860s. King Street was filled, graded, and planked in 1867. A modest amount of fill, approximately five feet, was placed throughout the southern half of the project site. A considerable amount of cutting, probably around 20 to 25 feet, was undertaken in the northern (Townsend Street) portion of the project site that was previously occupied by a steep sandy hill. If prehistoric/protohistoric and/or historic period cultural resources ever existed within the southern portion of the project site, they may well remain buried, possibly in a reasonably intact state. In contrast, it is less likely that potentially significant cultural deposits remain within the northern half of the project site.

From the early 1870s until the end of the nineteenth century, the project site and its surroundings were occupied by a variety of industrial concerns. By the close of the 1920s, the project site and the block surrounded by Townsend, King, Second, and Third Streets had assumed the basic demographic, architectural, and economic traits that have characterized this portion of San Francisco's northeastern waterfront for the remaining decades of the twentieth century.

In summary, it is unlikely, although not impossible, that subsurface cultural materials from the prehistoric/ protohistoric, Spanish/Mexican and/or Early American periods would be encountered anywhere within the proposed project site. The southern perimeter of the project site is located adjacent to the original shoreline of San Francisco Bay, and the northern half was located between the 40 to 60 foot contours of a steeply sloping hill. These geographic factors make it unlikely that prehistoric/protohistoric or early historic period cultural resources will be encountered within the project site. It is possible that potentially significant subsurface cultural deposits from the Later Gold Rush Period may exist at one or more locations within the southern half of the project site. It is also likely that cultural material from the Later Nineteenth Century and/or Early Twentieth Century will be encountered on the project site, although these would be of less potential significance than any cultural deposits from the Prehistoric/Protohistoric, Early Historic, or California Gold Rush eras.

Construction of the project could require up to approximately 2,500 cubic yards of material to be removed. Given the potential presence of archaeological resources on the site, a program of pre-construction archaeological testing and evaluation is recommended to determine the presence or absence of subsurface archaeological resources of significance. The project sponsor would implement Cultural Resources Mitigation Measure 3, page 40 38 to reduce the potentially significant disturbance, damage, or loss of archaeological resources during project construction to a less than significant level. Archaeological resources, therefore, require no further analysis and will not be included in the EIR.

The structures on the project site are not City designated landmark buildings, and their demolition would not be considered a significant effect. Thus, the proposed project's potential to affect historic and architectural resources of significance would be limited to its potential effect on adjacent properties. The site is near, but outside, the South End Historic District (District) to the east. The project site has been intentionally excluded from the District (the District boundary passes through the middle of the block between Second and Third Streets, east of the project site), indicating the site's lack of individual historical merit. The District includes 73 properties and rights-of-way that extend from (but are not all inclusive of) First to Third Streets to the east and west and Bryant to King Streets to the north and south. The District was created because, unlike most other areas of the San Francisco waterfront, the neighborhood contains an extraordinary concentration of buildings from almost every period of the city's maritime history. In particular, the District is characterized by a diversity and concentration of warehouse architectural forms developed over a 60-year period, but also includes industrial and mixed-use buildings. The District contains at least eleven properties that are either eligible or have been determined to be eligible for the National Register. The proposed project would not affect the South End Historic District.

Notes - Cultural Resources

1. Allen G. Pastron, PhD., *Archival Cultural Resources Evaluation of the Proposed 175-179 Townsend/170 King Street Development Project, San Francisco, California*, 28 January 2000. This report is available for public review in Project File No. 99.795E at the Planning Department, 1660 Mission Street, San Francisco, CA.

	Yes	No	Discussed
C. OTHER			
Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	■	☐	■

As discussed above, in addition to building permits from the Department of Building Inspection, the proposed project would require a merger of the two existing lots into one, rezoning from M-2 to South End Office initiated by the Planning Department, Conditional Use approval for a parking garage pursuant to *Planning*

Code section 303 and SEO zoning district controls, approval of new office space under *Planning Code* section 321, and possibly Planned Unit Development (PUD) approval pursuant to *Planning Code* section 304.

Prior to authorizing the proposed project, the Planning Commission is required to find that the proposed project is consistent with the Priority Policies listed in Section 101.1 of the *Planning Code* (Proposition M).

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

	Yes	No	N/A	Discussed
1. Could the project have significant effect if mitigation measures are not included in the project?	■	☐	☐	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	☐	■	☐	■

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also include other measures that would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

The project sponsor has agreed to implement the following:

1. Construction Air Quality

The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

2. Hazards

The project sponsor would ensure that site surveys for asbestos, PCB-containing equipment, oils, and lead-based paint are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.

3. Cultural Resources

The project sponsor shall retain the services of an archaeologist. During removal of the structures and any buried foundation materials found on the site, and prior to commencement of construction, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall focus primarily on the southern half of the project site, and consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all laying of foundations and footings such as drill piers, and/or any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the Environmental Review Officer (ERO), and the project sponsor shall halt any activities that the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities that might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist shall prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. The Office of Major Environmental Analysis shall receive three copies of the final archaeological report, accompanied by copies of transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, alternatives analyzed will include the following:

1. A No Project Alternative, in which the site would remain in its existing condition.

2. A lesser development alternative in which fewer parking spaces, retail spaces, office space and live/work units on the site would be proposed and the project would not require any exceptions from the *Planning Code*.

3. An alternative that would provide more live/work units and less office space.

4. An alternative that would comply with the current M-2 zoning.

F. MANDATORY FINDINGS OF SIGNIFICANCE

		Yes	No	Discussed
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	☐	■	☐
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	■	☐
3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	☐	■	■

4. Would the project cause substantial adverse effects on human beings, either directly or indirectly? ☐ ■ ■

Construction and operation of the proposed project could result in significant adverse traffic and circulation, transit, and parking impacts, and operational air quality effects. The EIR will discuss the potential transportation and operational air quality impacts of the project.

G. ON THE BASIS OF THIS INITIAL STUDY

☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

■ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: 6/3/00

HILLARY E. GITELMAN
Environmental Review Officer
for
Gerald G. Green
Director of Planning

APPENDIX B
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A. DRAFT EIR DISTRIBUTION LIST

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Occupant
164 Townsend Street #2
San Francisco, CA 94107-1989

Occupant
164 Townsend Street #3
San Francisco, CA 94107-1989

Occupant
164 Townsend Street #4
San Francisco, CA 94107-1989

Occupant
164 Townsend Street #5
San Francisco, CA 94107-1989

Occupant
164 Townsend Street #6
San Francisco, CA 94107-1989

Occupant
164 Townsend Street #7
San Francisco, CA 94107-1989

Occupant
164 Townsend Street #8
San Francisco, CA 94107-1989

Occupant
164 Townsend Street #9
San Francisco, CA 94107-1989

Occupant
164 Townsend Street #10
San Francisco, CA 94107-1989

Occupant
164 Townsend Street #11
San Francisco, CA 94107-1989

Occupant
164 Townsend Street #12
San Francisco, CA 94107-1989

Occupant
178 Townsend Street
San Francisco, CA 94107-1919

Occupant
178A Townsend Street
San Francisco, CA 94107-1919

Occupant
177 Townsend Street
San Francisco, CA 94107-1907

Occupant
701 3rd Street
San Francisco, CA 94107-1903

Occupant
151 Townsend Street #1
San Francisco, CA 94107-1907

Occupant
151 Townsend Street #2
San Francisco, CA 94107-1907

Occupant
155 Townsend Street
San Francisco, CA 94107-1907

Occupant
165 Townsend Street #1
San Francisco, CA 94107-1907

Occupant
165 Townsend Street #2
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Occupant
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APPENDIX C

INTERSECTION LEVEL OF SERVICE DESIGNATIONS

Existing and future traffic conditions at signalized intersections within the primary study area have been evaluated using the TRAF-NETSIM Traffic Simulation Model. Conditions at signalized intersections in the secondary study area have been evaluated using the *1985 Highway Capacity Manual* (Transportation Research Board, 1985) operations methodology. Both methodologies use the concept of Level of Service (LOS), which, for signalized intersections, is defined in terms of delay, or waiting time at a signal. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Intersection LOS, determined according to the vehicle delay in seconds per vehicle, range from LOS A (very low delay) to LOS F (forced flow). Table C-1 (page A.46) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *1985 Highway Capacity Manual* method. The TRAF-NETSIM simulation calculates LOS in much the same way, with similar results, but refines the analysis based on signal progression along streets, such as the Embarcadero, and based on spill-back, when queues from one intersection extend back to a previous intersection.

In the past, for planning applications, the City of San Francisco has used a slightly different methodology than the TRAF-NETSIM or *1985 Highway Capacity Manual* to analyze operations at signalized intersections. That method, known as the *Critical Lane Analysis* (Transportation Research Circular Number 212, Transportation Research Board, 1980), determines the ratio of critical opposing traffic volumes to theoretical intersection capacity, yielding the volume-to-capacity (v/c) ratio. Intersection LOS, determined according to the value of the v/c ratio, range from LOS A (free flowing condition) to LOS F (severely congested conditions). Table C-2 (page A.47) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *Critical Lane Analysis* methodology.

TABLE C-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON DELAY

LEVEL OF SERVICE	TYPICAL DELAY (SEC/VEH)	TYPICAL TRAFFIC CONDITION
A	≤ 5.0	**Insignificant Delays:** No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	5.1 - 15.0	**Minimal Delays:** an occasional approach phase is fully utilized. Drivers begin to feel restricted.
C	15.1 - 25.0	**Acceptable Delays:** Major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	**Tolerable Delays:** Drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	**Significant Delays:** Conditions are generally the limit of acceptable delays. Vehicles may wait through several signal cycles and long queues of vehicles from upstream.
F	> 60.0	**Excessive Delays:** Represents unacceptable conditions with extremely long delays. Queues may block upstream intersections.

Sources: *Highway Capacity Manual*, Highway Research Board, Special Report No. 209, Washington, D.C., 1985; *Interim Materials on Highway Capacity*, Circular 212, Transportation Research Board, 1980; Korve Engineering.

TABLE C-2
ARTERIAL LEVEL OF SERVICE DEFINITIONS BASED ON TRAVEL SPEED

ARTERIAL CLASS	I	II	III
RANGE OF FREE FLOW SPEEDS (mph)	45 to 35	35 to 30	35 to 25
TYPICAL FREE FLOW SPEED (mph)	40	35	27
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (mph)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

Level of Service A:	Primarily free-flow operations at average travel speeds, usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
Level of Service B:	Reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
Level of Service C:	Stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.
Level of Service D:	Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.
Level of Service E:	Significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
Level of Service F:	Extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1980.

Although the two methodologies for calculating the LOS differ, there is usually a good correlation between the LOS calculated using either method of analysis. It is only when high levels of congestion occur that differences between the two methodologies may be more apparent. As an example, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at a LOS F, with poor traffic progression, many signal cycle failures and vehicle delays above 60 seconds per vehicle; however, the v/c ratio could be below one, which would mean a LOS E using the *Critical Lane Analysis* methodology. Conversely, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at LOS D, with an efficient signal progression handling large traffic volumes; however, the v/c ratio could be above 0.9, which would mean a LOS E using the *Critical Lane Analysis* methodology.